

TRANSPAC '87

TRANSPACIFIC YACHT CLUB 34TH HONOLULU RACE / OFFICIAL RACE HANDBOOK / \$2.50





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TRANSPAC '87

34th Honolulu Race

OFFICIAL RACE HANDBOOK

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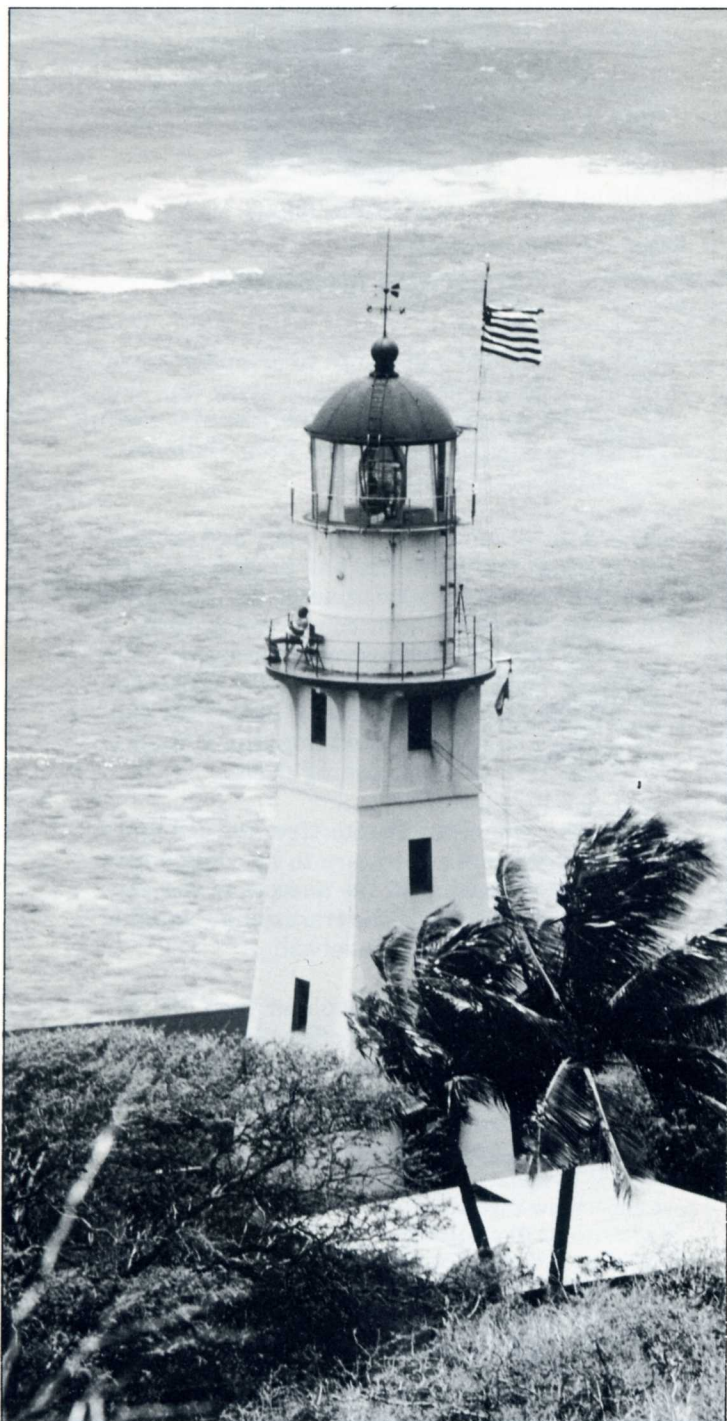
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ON THE COVER

RAGTIME, the 62-foot Spencer-designed sloop sailed by Dick Deaver, finished the '85 Transpac 4th in Class-A and 25th overall. Phil Uhl Photo.

(Left) A landlubber's eye view of the Diamond Head Lighthouse finish line. Phil Uhl Photo.





EXECUTIVE CHAMBERS
HONOLULU

JOHN WAIHEE
GOVERNOR



**MESSAGE FROM
GOVERNOR JOHN WAIHEE**

It gives me a great deal of pleasure to extend my welcome and best wishes to you on the occasion of the 34th Biennial Trans-Pacific Yacht Race, which begins July 2, 1987.

Between 50 and 55 yachts are expected to make this year's crossing one of the speediest and most exciting ever, giving rise to keen competition and demanding the utmost in seamanship from the skippers and crews. This challenging race will be filled with thrills, color and excitement, and should prove eminently satisfying to all participants.

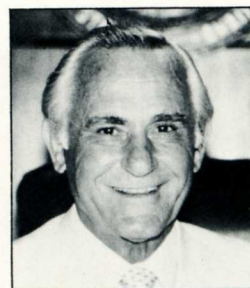
The people of Hawaii take special pleasure in playing host to the crews of the competing yachts and their families and friends and offer a warm aloha intended to make your stay in the islands more pleasurable.

I know that many of you have labored long to make this outstanding race a success, and I commend you for your efforts and wish you a most memorable and rewarding event.

JOHN WAIHEE

OFFICE OF THE MAYOR

**CITY AND COUNTY
OF HONOLULU**



MAYOR'S MESSAGE

It is indeed a pleasure to extend a warm aloha to all yachtsmen and their families on the occasion of the 34th biennial 1987 Trans-Pacific Yacht Race from California to Hawaii this summer.

The event which pits men and women against the elements has provided thrills and dramatic excitement for yachting enthusiasts on both coasts since 1906. A keen test of skills prevails throughout the more than 2,000 nautical miles across the Pacific Ocean. The recent America's Cup victory has given added impetus to the anticipation of this sporting event.

The Honolulu Committee and its more than 500 volunteers are to be commended for contributing to the success of the race and for expressing the traditional "spirit of aloha" to everyone involved.

On behalf of the people of the City and County of Honolulu, I offer best wishes for a safe crossing and an exhilarating experience to the skippers and crews as they compete for the Governor of Hawaii and King Kalakaua trophies.

FRANK F. FASI, Mayor
City and County of Honolulu



HONOLULU COMMITTEE CHAIRMAN'S MESSAGE

Transpac—indeed, ocean-racing fraternities on both sides of the Great Pacific Channel separating Hawaii and Mainland California—has broached the threshold of a new era.

Three of the more significant indicators are: (a) The makeup of the 1987 and 34th biennial Transpac fleet, (b) Japan's Kenwood Corporation succeeding Pan American Airways as the sponsor of the Royal Hawaiian Ocean Racing Club's biennial Hawaii IOR Kenwood (nee Clipper) Cup series and, of course, (c) the interesting possibility Hawaii may play host to the 1990-91 America's Cup defense.

Looking at the Hawaii IOR Kenwood Cup, in but nine short years this five-race series has already matured into one of the most prestigious events in world big-boat, off-shore ocean racing. Its future is promising.

As for the America's Cup, the simple fact that Hawaii, at this writing, is secure as "at least" the second most preferred site for Dennis Conner's defense, and that both government and private industry have committed \$300,000 and \$200,000 respectively for an environmental impact study and marketing program to promote the Islands as the Cup's defense site, certainly indicate a strong commitment to the development of Hawaii as a world sailing mecca.

And when it comes to Transpac '87, nautical prognosticators predict weather conditions across the Great Pacific Channel may result in one of the fastest races ever.

While the roster of yachts for this year's Transpac remains incomplete at this writing, we do know that heading seaward across the Point Fermin starting line July 2nd will be some of the speediest, state-of-the-art, ULDB down-wind sleds ever to compete in the event's 81 years: Seven Santa Cruz-50s (Allure, Chasch Mer, Elusive, Hana Ho, Mongoose, Racy II, Upbeat), five Express-37s (Blade Runner, Secret of NIMH, One Eyed Jack, Frequent Flyer, Morn-

ing Star), four Nelson/Marek-68s (Drumbeat, Prima, Pyewacket, Swiftsure III) and four Santa Cruz-70s (Citius, Kathmandu, Blondie, Hotel California).

The Transpac fleet also includes two Elusives, two Primas and two Blade Runners—which is surely destined to give the press fits.

A Pause for Recognition and Appreciation

Thanks to an agreement with the Royal Hawaiian Ocean Racing Club, organizing authority for the biennial (even years) IOR Kenwood Cup series, Transpac Headquarters has been completely renovated. Both the RHORC and Transpac share the new facility—the RHORC for 22 months, Transpac for two. Importantly, the upgrading and fresh paint on what was revered as the old "Transpac Shack" will enhance both the comfort and efficiency of the many Transpac volunteers who will spend countless hours insuring that this year's race perpetuates the event's long-standing success and prestige.

Administration

Bob Rhein, a Staff Commodore of the Hawaii Yacht Club, is Vice Chairman/Administration for this year's Transpac and oversees the operation of Transpac Race Headquarters and its bevy of able volunteers. Mary MacDonald, or "Mary Mac," as she is affectionately known, serves as Bob's assistant. And working within the new air-conditioned and carpeted comfort of Transpac Headquarters will be Tommie Gambill, who again volunteered to operate the Information Center. Pam Shaw serves as Tommie's able assistant.

Other volunteers under Bob Rhein's administrative umbrella, each and every one capable and devoted, include Ed Slavish (Trophies), Ted Kurrus (Handbook), Bob Westmoreland (Handbook Sales/Distribution), Ted

Livingston, his wife Beth and Rita Mae Kurrus (Awards Dinner/Ticket Sales), Adele Light (Junior Volunteers) and, not least, Happy Miller, who chairs the Hosting Committee that organizes Transpac's famous dockside Aloha Welcome festivities.

Operations

Stan Thornton, a Staff Commodore of the Waikiki Yacht club, is our Vice Chairman/Operations. The Operations Committee plots and provides weather and communications services, finishes and inspects the yachts as they arrive and keeps local, national and international media up-to-date on the race's progress.

Assisting Stan is a group of accomplished, capable and experienced volunteers, like former Transpac weather pundit Myron Kerner who ran the Radio Shack for the 1986 Kenwood Cup. This year Myron will be handling Transpac Communications.

Other volunteers providing invaluable expertise to Stan include Gill Budar (Inspection), Jack Huntoon (Plotting), Mike Welsh (Judges & Timers), Stewart Riley (Weather) and John Campbell (Press).

Harbor Operations

Rick Osborne, a Staff Commodore of Kaneohe Yacht Club, the host club for this year's race, is Vice Chairman/Harbor Operations. Osborne's team is responsible for meeting the incoming yachts, guiding them to their assigned slips in the Ala Wai Yacht Harbor and providing important pier services and security.

Osborne's Harbor Operations group includes James O'Hara (Committee Boats), Peter Shaw (Mooring), Dale Mogle (Pier Services), Joe Starr (Security) and Cav Cavett who, as Senior Staff Duty Officer, heads another group of volunteers that man the Makapuu Light-house on a 24-hour basis, keeping a sharp eye out for incoming yachts.

Finally . . .

On behalf of the 1987 Hono-

lulu Transpac Committee, I'd like to offer a tremendous mahalo to the following individuals, firms and military and government agencies for their cooperation and assistance in making this year's race a success:

- REAR ADMIRAL ALFRED MANNING, past 14th COAST GUARD DISTRICT Commander, and REAR ADMIRAL WILLIAM KOZLOUSKY, his relief, for their support and donation of Coast Guard resources, and CPT. PING SU, their liaison, who works closely with us from Day One through the arrival of the final yacht;
- The ARMY MARS for communications support, and PAUL BLANKMANN, our radio ham in Hawaii and his counterpart in Los Angeles, KEN MOORE, who complete the communications circuit with Larry Somers aboard the Transpac escort vessel, Alaska Eagle;
- The STATE HARBORS DIVISION for coordinating the relocation of some 60 yachts in the Ala Wai Yacht Harbor to make room for the fleet of incoming Transpac vessels;
- PHIL UHL, internationally-known boating photographer and president of CHANNEL SEA TELEVISION, for again donating his professionalism to enhance and illustrate the 1987 Transpac Handbook;
- The HONOLULU POLICE DEPARTMENT for its efforts providing security;
- The NATIONAL WEATHER SERVICE for its continuous weather updates;
- BARBARA DAVIS and her staff at the ILIKAI WAIKIKI HOTEL for putting on the Trophy Presentation Dinner;
- And especially the STATE OF HAWAII and CITY & COUNTY OF HONOLULU agencies that provide multifaceted support and assistance.

Without the kokua from these and hundreds of others, Transpac would not continue as one of the greatest spectacles in yacht racing.

Ken Brockman, *Chairman*
Honolulu Transpac Committee



COMMODORE'S MESSAGE

The race to Honolulu has always been one of the most unique in yachting. This year's 34th sailing of the biennial Transpac is no exception. It has brought together a fleet of the world's highest quality, state-of-the-art ocean-racing yachts in search of one of the world's greatest sailing experiences, "the sleigh ride" from California to the island paradise of Hawaii.

There has always been something intangible but inherently special about Transpac. This now 81-year-old quest has traditionally been an event for which yachts are specially designed and built to cross 2,225 miles of open Pacific Ocean to reach the finish line off Diamond Head's legendary volcanic crater. But that intangible something is more than simply the glamour of sailing to the Aloha State's romantic islands in the Pacific. It's the challenge to do it faster and better than anyone has ever done before.

In recent years the majority of the Transpac fleet has been composed of current designs. Yet, as evidenced by the marvelous victory of David Denning and his Cal-40 Montgomery Street in 1985, every now and then one of the "oldies but goodies" comes through with a win. This is a tribute to good and sturdy yachts, well sailed by knowledgeable skippers and crews, and to a Transpac handicap system developed specifically to equate the variations of a variety of yachts, new or old, participating in a downwind race.

Trans Pacific Yacht Club committees spend considerable amounts of time between Transpac races measuring and reviewing statistics, such as yacht performances against both handicap rules and variations in weather conditions. The intent has always been primarily to tighten up the time differentials of well-sailed yachts participating in Transpac races. For the past three races, however, modifications to Transpac rules have been minimal. It appears that TPYC has been

successful in meeting its objectives, and that the competitiveness of the yachts designed for the biennial downwind race has proved to have much more longevity than those designed to meet IOR standards.

As with every Transpac, its success depends on the work of two groups of highly motivated and dedicated volunteers. One group is in California—those people who set the rules, accumulate the fleet, handle pre-race preparations and events, and send the fleet to sea. The second group—the Honolulu Committee—is in Hawaii where volunteers finish the race, create the traditional Hawaiian Aloha Welcome, provide exceptional hospitality, fun and other activities such as the grand trophy dinner presentation.

To a very large degree most members of these two groups of people never meet, except via telephone and letter. Yet there exists within this far-flung fraternity a warmth, respect and camaraderie—a strong appreciation for one another's efforts and the satisfaction of being a small, albeit integral part of one of the world's greatest and most exciting ocean-racing events.

On behalf of the TPYC, I salute the dedicated volunteers on both sides of the Transpac's Pacific race course who have contributed so much of their time, talents and experience to the success and perpetuation of the race to Honolulu. It is these people who have brought Transpac from a great race to a biennial "happening," generating memories and friendships that will endure a lifetime.

I'm looking forward to greeting all of you in Honolulu.

Aloha,

James A. Eddy
Commodore

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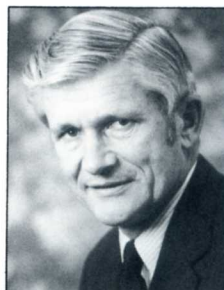
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Snug in Transpac Row, Montgomery Street crewmembers celebrate their 1985 Transpac win. Phil Uhl Photo.

Cal-40 Montgomery Street was Transpac '85's unlikely winner

**by
Ted
Kurrus**



When skipper Jim Denning nudged his venerable and revered Cal-40 Montgomery Street into her berth at Waikiki's Ala Wai Yacht Harbor early on the 17th of July in 1985 after more than 13 days at sea, the San Francisco yachtsman was confident that, after seven tries, he had finally won his first California-to-Hawaii trans-Pacific Yacht Race.

After all, Denning recalled, he knew that Montgomery Street's two closest rivals—Dean Treadway's 36-foot Bruce Farr-designed sloop Sweet Okole, first in both class and fleet in the 1981 Transpac, and the Canadian-built 39-foot sloop Encore, sailed by San Diego yachtsman Richard Knoth—were still languishing in his wake. Indeed, their multi-colored spinnakers weren't even visible blips on the horizon.

So Denning and his crew braced themselves for Hawaii's traditional grand victory celebration. And Montgomery Street proceeded to groan and settle slightly in the murky Ala Wai waters as she was boarded by a small invading army of family, friends and assorted nautical groupies bearing a veritable feast of exotic Hawaiian pupus (hors d'oeuvres), spicy and fruity rum mai tais, icy beer and, of course, the ubiquitous bottles of bubbly champagne.

But before Montgomery Street's happy Hawaiian Aloha Welcome could move into first gear—even before one champagne cork could be popped—Honolulu Transpac Race Operations Chairman Mary MacDonald gave Denning a moment's pause for thought . . . and possible cause for a coronary.

"I have both good news and bad news," announced Mrs. MacDonald as she sidled up to Denning aboard Montgomery Street, "which do you want first—?"

"You pick," Denning shrugged, looking a bit puzzled.

"Well," Mrs. MacDonald began, "the bad news is that both Sweet Okole and Encore are approaching the Diamond Head finish line. If either crosses within the hour, she'll be the winner of this year's race—"

"And the good news?" Denning asked hesitantly.

"The good news," Mrs. MacDonald smiled, "is that both Sweet Okole and Encore are still two-hundred miles out."

Indeed, while Mrs. MacDonald's little fun had served its purpose, Montgomery Street's surprising and unlikely victory in the 1985 Transpac proved to be as secure as a piece of Prudential's proverbial rock. Sweet Okole finished in 13 days, 9 hours, 28 minutes and 24 seconds—nearly three hours (2:57:05) behind Denning and his happy crew. And Treadway was followed 1:47:27 later, in 13:11:05:51, by Knoth aboard his Joubert/Nivlet-built sloop Encore.

Montgomery Street's elapsed time of 13:06:31:19 corrected out to 9:14:07:40—good enough for both first in Class-D and first overall. The Bruce Farr-designed Sweet Okole, like Montgomery Street also out of San Francisco's Richmond Yacht Club, placed second in both Class-D and overall, correcting out to 9:15:23:59, while Encore completed the Class-D sweep winding up third overall, with corrected time of 9:17:20:06, in the 66-boat fleet.

The 1985 and 33rd biennial running of the Transpac was Denning's eighth aboard Montgomery Street—but his first victory. His previous best was in the 1983 race when Montgomery Street finished fourth in Class-D and seventh overall.

Line, or first-to-finish honors, and first in Class-A went

to Nicholas Frazee's 68-foot Nelson/Marek-designed ultra light displacement (ULDB) sloop Swiftsure III. Built by Geraghty Marine and sailing out of the San Diego Yacht Club, Swiftsure III surged past the Diamond Head finish line after 10 days, 19 hours, 21 minutes and 47 seconds at sea—still a far cry from Transpac's elapsed time record of 8:11:01:45 that has endured since 1977. Swiftsure III's finish time corrected out to 10:05:38:29, only good enough to place her 16th overall.

Because of the light Pacific winds and passive seas prevalent during much of the 2,225 nautical-mile crossing, none of the ULDB speedsters were able to approach the 8:11:01:45 Transpac record set four races previous by the 67-foot Bill Lee-designed and built sloop Merlin. Indeed, even Merlin, the 1985 Transpac's scratch boat sailing out of San Francisco's St. Francis Yacht Club and chartered by Skip Steveley (In Primis Syndicate), recorded a leisurely 11:12:10:47. Alas, Merlin finished unhappily—15th in Class-A and 57th overall.

The 1985 Transpac was slow, true, but certainly not the slowest in the event's then 79-year history. That ignominious record for lassitude was set in 1979 by the 69-foot sloop Drifter, a custom-designed ULDB skippered by Harry Moloshco from the Long Beach, CA Yacht Club. In that uneventful 1979 marathon—which history records as more a test of endurance—Drifter was awarded line honors after bobbing past Diamond Head following 11:18:01:04 at sea. It might be said that, indeed, during the 1979 race Drifter lived up to her name.

However, neither did the dog-trot results of the 1985 race come as a surprise to anyone.

"We knew from the first light wind day that this was no ordinary Transpac and that no record was in sight," admitted Swiftsure III crewman John Rumsey, a veteran of 11 Transpacs that included five first-place finishes. "With daily runs of only 150 to 270 miles," he shrugged, "obviously Swiftsure III did nothing spectacular."

Frazee, however, emphasized that he couldn't care less about records. "I'm not disappointed we didn't break the record," he laughed. "What's important is we finished the race first and beat those guys next to us."

Those "guys," Frazee referred to, were Bruce Nelson's spanking new 68-foot sloop Prima, skippered by Keith Simmons from the Fort Worth, TX Boat Club, and Saga, a 69-foot Nelson/Marek-designed speedster out of the Long Beach, CA Yacht Club and co-skippered by Doug Baker and George Writer. Both had been on or ahead of Swiftsure III's transom during most of the race.

Prima finished second in 10:19:59:50, a scant 38 minutes and three seconds behind Frazee, while Saga crossed the line third just 40 minutes and 22 seconds later in 10:20:40:12. Prima and Saga wound up second and third in Class-A and 19th and 21st overall respectively.

Why was Montgomery Street such an unlikely winner?

Well, to begin with, Montgomery Street didn't fit the mold of the modern, state-of-the-art, ULDB ocean racers with their large sail area-to-weight ratios. Launched back in the so-called Dark Ages—in 1965—Montgomery Street was a throwback to the days when the Lapworth-designed, Jensen Marine-built Cal-40s ruled the ocean racing circuit. Compared to today's streamlined ULDBs, she appeared something less than torpedo-sleek—a bit shy of sail area, tubby and broad of beam.

Moreover, although Montgomery Street had been outfitted with a new keel, a new stern and new penalty poles

enabling her to carry a larger spinnaker, the old Cal-40 was still considered but a remote 100-1 longshot to even place against such sophisticated and speedy downhill sleds like Merlin, Bill Lee's Transpac record-holder, and the new 68-foot sloop Blondie which was designed, built and, in 1985, skippered by the talented Mr. Lee.

If that wasn't sufficiently intimidating, included among the dozen or so other ULDB racers entered in the 1985 biennial Transpac were the likes of the sloops Citius and Kathmandu, two more Lee-designed and built 68-footers; the 66-foot Doug Peterson-designed sloop Cheeta; the aforementioned Prima, Saga and Swiftsure III; Bill Packer's three-month-old 66-foot sloop Pandemonium; Hirotsugu Hashiba's new 55-foot Japanese sloop Marishiten with its Rambo-muscle and feather-light Titanium hull and, of course, Ragtime, the 62-foot Spencer sloop and first-to-finish yacht in the '73 and '75 Transpacs. Ragtime's skipper in 1985 was the formidable former Olympian and North sailmaker Dick Deaver.

Finally, if Montgomery Street's antiquity and the imposing fleet of ULDB competition weren't sufficiently intimidating to discourage the odds-makers, Denning himself didn't help his cause much at the July 4th Transpac start a mile or so off rugged Point Fermin to the west of Los Angeles Harbor. The fleet crossed the line at 1300 hours; Montgomery Street started 20 minutes later!

Indeed, as the race progressed and daily position reports were filed, Montgomery Street's name never appeared among the handicap leaders. Saga, Ragtime and Prima jumped out at the start and led the fleet past Catalina Island. The July 8th report had Blondie, Kathmandu and Pandemonium leading the way. And on July 10th the frontrunners were Saga, Swiftsure III and Prima.

It wasn't until July 15th, a scant two days before Montgomery Street crossed Hawaii's Diamond Head buoy finish line, that anyone even suspected salty Jim Denning and his venerable Cal-40 were in the race, much less somewhere in the North Pacific. That July 15th roll call report placed Denning fourth. A day later Montgomery Street was second. Then, reminiscent of the legendary Babe Ruth belting a 3-2 pitch into Never-Never-Land with the bases packed and two out in the bottom of the ninth to win a 4-3 game, a day later Montgomery Street was first—which, of course, is when it counted.

Magnanimous as always, both Denning and Frazee credited their victories to their navigators—Chris Nash aboard Montgomery Street and Art Ellis on Swiftsure III.

With Swiftsure III, Ellis explained, he took the "middle-of-the-road" approach—not too far north or south of the direct rhumb line course. "We made no large mistakes," he shrugged, "we simply consolidated many small gains in our win." It was Ellis' first Transpac—and, lo, his first victory. "Now what's left?" he laughed.

As for Montgomery Street, Nash explained: "We have the ability to go downwind very fast, and we reach very fast, too. So we sailed 45 miles south of the rhumb line and stayed out of the high—and then we went for Hawaii. Once we got out ahead we felt just like a rabbit—we just kept going and everybody else had to come after us."

Indeed, the moderate air and soft rolling seas prevalent during much of the 1985 Transpac proved perfect for many of the slower, smaller, high-handicap yachts. Not only did the three Class-D yachts—Montgomery Street,



PHIL UHL PHOTO

Bruce Eason's swift 52-foot Farr-designed sloop *Zamazaan* jockeys for position off California's Point Fermin during the start of the '81 Transpac.

Sweet Okole and Encore—take the top three handicap places in the 65-boat fleet, Class-D yachts also took six of the top 10 spots and Class-C yachts the remaining four. Only three Class-A and three Class-B yachts managed to place among the top 20 finishers overall.

"It's the hardest kind of a race for maxi sleds capable of 30 knots," Frazee emphasized, "because it changes the tactics entirely.

"We'd mapped out the weather pretty well for the first couple of weeks prior to the race," he explained, "and we really had a fairly good wind, except for the first two or three days. But it was never really heavy . . . and I think that's why we saw a group of boats going south and then a group going north. We found that we really needed to dive south farther than we planned."

Despite the moderate conditions, the '85 Transpac featured three breakdowns. Rigging failures were suffered aboard *Conquest*, a 42-foot sloop out of Houston, TX sailed by Art Moreno, and the 39-foot sloop *Jest*, skippered by Ray Jarecki of the Los Angeles Yacht Club. Both yachts were forced to turn back shortly after the start.

But the award for sheer grit must go to the 41-foot sloop *Defiance*, representing the Capistrano Bay, CA Yacht Club.

On July 14th while still 100 miles out of Honolulu, *Defiance* suffered an uncontrolled "round-down," dipped her spinnaker pole and lost all but eight feet of her mast. Rather than return under power, however, skipper Mike Wathen elected to strap his two spinnaker poles to the mast stub, juryrig a main and a jib, and complete the race under sail. *Defiance* finally arrived in Honolulu on July 21st—missing the Transpac Awards Banquet—with an elapsed time of 17:00:02:54. Wathen's first words on arri-

val were revealing: "Has anybody got any water—?" he asked.

While *Wathen* and *Defiance* received the traditional Tail End Charlie Award, certainly the prize for the most embarrassed 1985 Transpac entry had to go to the 55-foot Bruce Farr-designed sloop *Whistlewind*, skippered by Mike and Kerry Choppin out of the Long Beach, CA Yacht Club. *Whistlewind*, it seems, experienced some navigational problems.

During the July 16th morning roll call, the longitude and latitude position reported by *Whistlewind* navigator Geoff Cragg placed the yacht squarely in the middle of Haleakala Crater, a dormant volcano located on the Hawaiian island of Maui. Haleakala is a tough place to sail, at best!

Whistlewind's crew—all veteran Transpac sailors—corrected their position report 12 hours later. But in the interim they had somehow sailed to the port of Hilo on the island of Hawaii. They then visited the port of Lahaina on the island of Maui before finally groping their way to their berth in the Ala Wai Yacht harbor beyond the Diamond Head finish line.

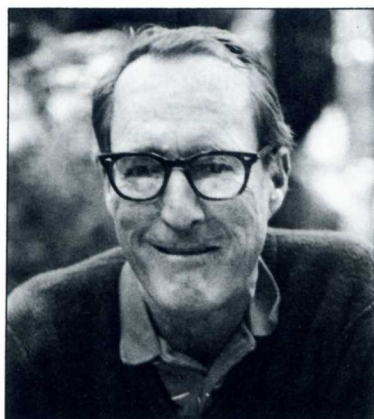
Whistlewind finished in 12:08:20:52. She corrected out to 16th in Class-B and 54th overall.

As always, the 1985 Transpac proved to be an interesting race.

Transpac officials, however, now question whether Montgomery Street's victory marks the resurrection of the outdated and out-designed Cal-40s.

"We may see a dozen or more in 1987," predicted 1985 Honolulu Transpac Committee Chairman Bob Stengle. "Why, they're probably already mass-producing them in Hong Kong, like dinghies . . ."

Thad Jones recalls his 20 years of Transpac



Thaddeus Jones

BY TED KURRUS

Thaddeus C. Jones is a quiet, unassuming Southern California gentleman doctor who should be included in Guinness' annual compilation of unmatched universal achievements. Dr. Jones, you see, bears the distinction of having sailed 20 of Transpac's 33 biennial Honolulu yacht races, which is more than any man, woman or child, alive or otherwise. Moreover, he sailed his races in 1-2-3 fashion—that is, consecutively.

Jones' unbroken sailing skein began in 1947 when he joined Don Ayers aboard the 53-foot S&S yawl SKYLARK. They finished 11th overall and 4th in Class-B. The record came to an abrupt halt in 1985—perhaps more of a pause, depending on what the good doctor does in 1987—when Jones served as both navigator and medic with Kirk Elliott aboard THE SHADOW, a 55-foot Soverel-designed sloop. THE SHADOW ended up 3rd in Class-B and 18th overall—an indication of some progress. During this time Jones sailed 20 different races aboard 14 different yachts under nine different skippers.

With all this long-distance ocean racing under his keel, it shouldn't be a surprise to anyone that, with minimal prompting, Thad Jones is both willing and able to share a veritable encyclopedia of Transpac history and exciting personal experiences. Too, he'll even offer a few philosophical Jonesian insights on where the race is today and, lo, what the future holds.

California born, fortuitously and fortunately to parents who had a number of yachts, Thad Jones began sailing at the tender age of three. But by the time 1947 rolled around, he admits, "I cannot say I had really been off shore . . . and I had no idea what I was getting into in the 1947 race."

Jones recalls:

TRANSPAC 1947 (11th Overall/B-4)

Don Ayers had brought a beautiful 53-foot Sparkman & Stevens yawl to California which he named the SKYLARK. And he put together a crew of mostly his cronies plus my brother and me and young Don Ayers.

We started out with the usual trip around the west end of Catalina Island. But we got into all kinds of trouble immediately because the boat, I think, had been raced on the Great Lakes rather than out in the ocean. The fairleads for the jib sheets and the forestaysail sheets just ran through padeyes in the deck and did not have blocks on them. The sheets being made out of Manila, they were constantly breaking.

Eventually we got this squared away, got down into the trades and were doing pretty well. But nobody knew anything about weather in those days, so most of the boats were holding high on the rhumbline or even up to the Great Circle the way the DORADE had done in 1936 when the race started from Santa Barbara. We soon sailed into the flat places and had days and days of pretty sad drifting—until we finally figured out that we'd do better if we went south. Of course the bigger, gaff-rigged schooners that couldn't sail high—especially the DOLPHIN—were down south where the wind was better and were romping and actually came in to win the race.

TRANSPAC 1949 (6th Overall/A-2)

Harry Wyeth entered the GALLANT, a beautiful 65-foot staysail schooner reportedly Herschoff's favorite design. He put together a crew of young bucks with just

himself as the taskmaster. We did well—for a heavy displacement boat she went like a bomb on a reach. Even when we got down in the tradewinds we were doing well without spinnakers. In those days most spinnakers were not made of synthetic material and if you blew one out, which was pretty easy to do, it was a lot of sewing to put one back together again.

The 1949 race was scary for me because it was the first time that I was the sole responsible navigator, and we were having a race with the FLYING CLOUD, Jay Quealy's boat from Honolulu.

I remember they used to send airplanes out to scout over the boats. One time the pilot was talking to the FLYING CLOUD, which was about 30 miles behind us, but he was flying over me! When they (the pilot and FLYING CLOUD) traded positions, which was legal in those days, the pilot said he had FLYING CLOUD 35 miles southwest of the position the yacht's navigator had given him. I thought, "Oh my God I've sailed past Molokai and I'm going down between Maui and Molokai." But I soon regained my composure and we came in to a beautiful setting sun at Diamond Head—right on the money!

TRANSPAC 1951 (6th Overall/B-3)

I was back in SKYLARK with Don Ayers and a good crew which included Alf Loomis from Yachting Magazine. The boat had been upgraded a lot. We were doing just magnificently in the race as far as we could tell. There was still only spasmodic reporting on schedules arranged between boats on their own time.

However, this was the race where Ted Sierks fell overboard from L'APACHE. Since the people on L'APACHE had no idea where they were, they gave a position many miles from their actual location. We probably sailed right through the area where they were looking for Sierks at about 8:00 or 9:00 in the morning. But it was 3:30 in the afternoon before we found out about it on a special broadcast that we had with EVENING STAR.

Being the commodore of the Transpac Yacht Club, there was nothing Don Ayers could do but hook up the engine, haul down the kites, reef the main, turn around and slam back into it. We did this from 5:30 in the afternoon until 11:00 p.m., at which time they told us it was hopeless and to abandon. So we turned around, reset the chute, got it wrapped, and by the time everything was squared away we figured we'd lost about eight hours. We received no credit for this. As it was we finished only four minutes behind JAVA HEAD and about eight hours behind CHIRIQUI on corrected time. We had been over eight hours ahead of CHIRIQUI at the time we turned back. That's the way things happen.

TRANSPAC 1953 (23rd Overall/A-7)

This was supposed to have been a great year for the same general bunch of guys from Southern California and Pasadena that had been sailing together.

John Griffith bought the magnificent Rhodes-77 MAROOFA and had it shipped around from the East Coast by professional crew. But unfortunately between Ensenada and San Diego the boat caught fire and either through incompetence of the crew or too much exuberant water-pumping by the Coast Guard the vessel sank. It was quite a blow when I picked up the Los Angeles Times one morning about a month before the race and there's

the picture of the stern end of the MAROOFA sliding under the waves.

Nevertheless, Don Spiers, a doctor from the San Fernando Valley, bought the NAM SANG and picked up most of the crew off MAROOFA. And away we went!

Now the NAM SANG was in those days a beautiful boat, but she was not a competitive Honolulu racer. I remember sitting alongside her over at Catalina Island a week before the race with the CHUBASCO anchored right next door. You couldn't compare the two—and we had to give CHUBASCO time. No way!

Anyway, we got off to a good start. We cut the corner. We looked like we were going fat. But it was the same old story. We ran into light airs, which turned 1953 into probably the most miserable of the races I'd ever been in—or the second most—because NAM SANG was a big heavy boat with not very good light air sails. And most of the crew had had very little experience trying to keep a light chute full, especially at night with a little slop running and spilling the edges all the time. But we eventually got down into the trades and down towards Honolulu.

There was one little vignette in 1953 that I'll never forget. My father was the so-called coordinator for the Transpac on the Coast Guard vessel that accompanied the race. Under calm conditions they would come alongside different boats and talk to them.

One day we were totally becalmed and actually swimming about 700 miles out of Honolulu when Dad came alongside to say hello to his son and his friends. I was taking a sight for my approach into Honolulu. And I'll be damned if the Coast Guard boat didn't come right between me and my true south meridian altitude shot, and at exactly the moment that I needed it! I didn't say anything then, but I talked to Dad later.

It was also in 1953 that I learned about overstanding on the starboard tack before jibing for Diamond Head. We must have overstood 50 miles because by the time we got down into the Molokai Channel the wind had gone easterly, as it always does, and we had to ease the spinnaker pole clear against the headstay to get up enough on the port tack to clear Makapuu.

TRANSPAC 1955 (24th Overall/B-10)

John Griffith was back with another beautiful boat, absolutely delightful, a 65-foot Alden yawl he called MAI TAI. The boat was magnificently equipped—the only thing was that it was equipped for weekend racing on Long Island Sound and 1955 was a gut-buster for gear in the Honolulu race.

We had a big crew. We had two or three paid hands as well as a crew of six or eight, as Mr. Griffith liked to travel in style. The MAI TAI had a wide variety of cotton spinnakers, all of which were blown out miles before we ever got to Honolulu. Although this was the day when synthetic spinnakers began coming in, they weren't popularly accepted yet.

When we were about two-thirds of the way to Honolulu we ran into a series of violent squalls, one of which managed to break the gooseneck fitting off the main boom. The boom was flying free at the forward end, but it could be lashed down on one side or the other until it came time to jibe. Then we had a problem! So we rigged up an ingenious arrangement of four or five or six blocks and tackles with a man on each one. One guy would slack

off and the next one would take up. We'd ease the boom back so the gooseneck would clear the main boom, and then we'd ease it over to the other side. Then we'd jibe the main over and we'd be off on the other tack.

One other thing I remember about the 1955 race was a conversation I had with George Sturgis who owned the JADA and subsequently the ICHIBAN. One day we picked up JADA on the starboard bow. By noon we had him abeam. And by sundown he was abaft of beam. Because we were six-to-eight feet bigger, we should have been doing this. JADA was a heavy displacement yawl with about a 40-foot waterline. But later George said that they had done 240 miles on the JADA that day, and that he'd never want to be on the boat when it did it again.

In any event, Mr. Griffith really did it right. He catered our reception at the Ala Wai with a band, bar and so forth. It was quite a time, and a delightful race in spite of the various breaking parts.

TRANSPAC 1957 (5th Overall/B-12)

This was my first year with George Sturgis and we were out in the 57-foot yawl JADA. JADA had previously been a staysail schooner, a sister ship to ODYSSEY, but George had her re-rigged as a yawl after the 1953 race.

We were doing well. Roll calls were in style now and we were ahead of LEGEND and she had to give us about four hours time. What we didn't realize then was that LEGEND was the first of the light-displacement downwind flyers that could sail directly downwind, or even by the lee, with hull speeds up to 10-12-13-14 knots. While with JADA, as a heavy yawl, even reaching up a little bit could never attain those speeds.

LEGEND, with Chuck Ullman at the helm, went right down the Molokai Channel while we had to take two or three jibes in and out to get through the slot between Molokai and Makapuu. He beat us in by five hours and saved his time on us by about nine hours.

Later I sailed JADA back to California with six guys named Joe who didn't know anything about boats when they left. By the time we got home we had a terrifically good crew.

In her day JADA was one of the finest sea boats that I would ever want to be on. I've sailed that boat, I figure, over 100,000 miles and she's gettin' pretty old right now. But she was a super boat in her day and is still being used as a cruise boat out of San Diego.

TRANSPAC 1959 (11th Overall/B-4)

I was back on JADA with Bill Sturgis, George's son. We had a good crew. We had a very modest, straight-away sail. Nothing horrendous in the way of wind. We did fairly well, kept up towards the front of our class.

Then I got the bright idea when we got near the Islands that, heck, Chuck Ullman last year went right down the Molokai Channel and screwed us, so why can't we do that? So we tried. Well, the difference between the shape of the hulls fixed that. We floundered! I think even Bob Robbs and his NAM SANG passed us on the last day. It wasn't a great performance.

TRANSPAC 1961 (2nd Overall/B-1)

Small, light-displacement boats were just coming in, and the 1961 race was a remarkable one for me. The deviation from the heavy-displacement standard boats

was seen in the Bill Lapworth-designed Lapworth-50, of which several were built. George Sturgis had No. 1. And it was called ICHIBAN.

We had a damn good crew assembled, but we were absolutely astounded by the way ICHIBAN performed. When we got around Catalina Island the wind piped up to about 25 knots. We started the sheets a little bit and she went up over 10 knots all the time. To me, an old heavy-displacement man, this was inconceivable!

The only trouble ICHIBAN had at that time was directional control. The rudder was mounted on the aft end of the keel, which was pretty far forward. Nevertheless, we did well. We stayed right up with our competition and were ahead of most of the boats that we had to give time to.

One terribly disappointing episode occurred about 700 miles out of Honolulu. Three boats—ONDINE, Sumner Long's 57-foot yawl from New York; VIXEN, Gordon Curtis' 55-foot yawl from the Los Angeles Yacht Club, and ICHIBAN—were all sailing within sight of each other one day when a huge squall came down. The other two boats disappeared from sight and we sailed through the squall with some pretty good breeze. And when we came out on the other side of the squall, we sat and slatted for two hours—we didn't go a mile! The other boats came out of the squalls and kept right on going. So we lost maybe 15-20 miles right there.

Furthermore, when we got down near the Islands and the seas got big, we could not control the boat—ICHIBAN snaked back and forth through the water. A spade rudder was put on the boat for the next race and that solved the problem.

But between the disappointment in the squalls and the inability to steer the boat straight, we still ended up 1st in class and 2nd overall. The NAM SANG was 1st overall. But we had pictures of the NAM SANG using water sails, which are extra sails strung downward from the spinnaker pole and the main boom. Water sails are highly illegal.

But the worst thing about losing the race was that the Navigator's Trophy to the winning boat was an absolutely magnificent medieval Japanese warrior mounted on horseback in full regalia inside a glass case that probably measured five feet long, two feet high and one foot wide.

TRANSPAC 1963 (12th Overall/B-2)

I was back on ICHIBAN again with the new spade rudder that made steering a delight. This was the race where some strange weather conditions had us going off on the port spinnaker run about two days outside San Clemente. And then when things finally squared away the boats up north got the good weather first, so it took a long time for us to catch up.

ICHIBAN was a lot more fun because we had control going down the big waves in the latter part of the race. But we were again defeated by our nemesis, LEGEND. Just a mediocre race.

TRANSPAC 1965 (7th Overall/A-3)

I was back with George Sturgis as sailing master and most of the JADA crew and the ICHIBAN crew on Baldwin M. Baldwin's magnificent 72-foot AUDA-CIOUS, at that time the ultimate in wooden constructed maxi ocean racers.

The race is memorable because of the tight finish between STORMVOGEL and TICONDEROGA—I believe only four or five minutes separated them. It is also memorable because the boats that sailed on the northern fringe of a tropical depression, which reinforces the normal tradewinds, had some pretty vigorous going in the middle of the race.

I remember one night our spinnaker pole jumped off the track and went through the mainsail, where it tore a hole about two feet in diameter. We had the mainsail partially down while the boys sewed it up. It was difficult sewing on that heavy-duty dacron. We sailed along with just the spinnaker, which made for some pretty hairy steering and some pretty exciting nights with the flashing lightning and gusty winds. But things calmed down towards the end of the line and it became just another sail.

TRANSPAC 1967 (65th Overall/B-23)

OK for my scariest night in the Transpac. Everybody was going to lighter boats now and lighter rigging. Tom Corkett and his father had entered SALACIA, a Cal-48 which had been doing well locally and had good promise for the Transpac. SALACIA would surf quite easily. She was easy to steer, easy to handle and she had nice accommodations below.

We had an excellent crew and we were doing beautifully. I think we were leading our class on corrected time, possibly even boat for boat, when on Bastille Day, the 14th of July, 1967, at 3:00 in the morning, on the change of the watch the new helmsman either got mixed up or somehow the boat got out of control and she did an all-standing full-on jibe going about 15 knots in perhaps 40 knots of breeze. The net result was that the spinnaker pole dipped into the water and the mast snapped at the lower spreader. But before the mast broke off the boat was on her starboard beam ends. I was on the port side aft on the winch, just holding on with my feet dangling out in the air, not knowing what the hell was going to happen.

We got it squared away—we had a man on board who was an experienced salvage operator. So we hauled the mast back on board, lashed the boom vertically to the remaining mast stump and banded it, and then rigged a bunch of halyards off the end of the boom which was now straight up in the air.

We managed to set a variety of different sails, including a spinnaker with a knot tied in it, and we actually averaged about 125 miles a day for the next 4-5 days. We beat one boat in our class into Honolulu, boat-for-boat, and we beat two Class-D boats boat-for-boat.

The experience made us sit down and talk about what had happened and what we'd do if it happened again. And it wasn't more than two years until, indeed, it did happen again.

TRANSPAC 1969 (8th Overall/B-1)

Same boat. Pretty much the same crew. And the same thing happened. But this time we were prepared.

Where a boat is going to broach to windward, it's not enough to let the spinnaker sheet run because the spinnaker will then be attached by the halyard at the top of the mast and the tack at the end of the spinnaker pole. As you round down this will act like a huge tent pulling you over to windward.

Aboard SALACIA the drill was to let both the after-guy and the sheet run. And when almost an identical 1967 situation arose in the 1969 race, we did this and it worked perfectly, except we had a spinnaker flying from the top of our mast with no sheets on it. However, we were lucky to get into a lee, or a little break in the weather, so we could pick up one of the trailing sheets or guys and get the thing back on board. We actually used the spinnaker later on in the race. I'll tell you, though, it was kinda hairy.

TRANSPAC 1971 (18th Overall/C-5)

I was back with Corkett again, this time on his brother's Cal-39 BLUE STREAK, which is a pretty small little boat to sail down to Honolulu in. But it was a very good boat and this was a race with a lot of light winds. It just happened to be one of those races where there wasn't much wind anywhere. I remember swimming and drifting around 500 miles out of Honolulu. We didn't do very well.

TRANSPAC 1973 (6th Overall/C-5)

BLUE STREAK was back again with a bigger mast—the boat always needed more sail and this time we were all out for blood.

We had a slow start. We drifted around out towards San Clemente, and then out towards San Nicholas Island, when we picked up the breeze and were off and running.

I remember one of the most beautiful nights I've ever seen when that northwesterly came in. We had scattered clouds, a full moon, cresting seas, about 25 knots, but for some reason it wasn't particularly cold. The boat was maxed out at 8-10 knots, but you could handle her tiller with one hand. It was one of those magnificent nights that you'd never forget.

Later there were lots of fire drills as there were lots of squalls, ups and downs and broaches. But we kept the thing going and we kept the thing together and we came charging down into the Molokai Channel in great shape.

TRANSPAC 1975 (60th Overall/A-12)

I was asked to go as the navigator on WINDWARD PASSAGE, which is a prime berth in any Honolulu race, and I eagerly accepted.

I don't think we sailed a good race that year. You'll recall that back in 1971 WINDWARD PASSAGE was 1st to finish, 1st in class and 1st overall. I don't know what went wrong in 1975. We had some light winds. We got in the wrong places. And I think there was some little crew disgruntlement here and there that didn't help the situation. We did very poorly.

TRANSPAC 1977 (2nd Overall/A-2)

This was one of the most exciting races that I have ever been in—the year they split the classes into ultra lights and regular boats. Everyone expected the ultra lights to beat boats like WINDWARD PASSAGE and KIALOA in a downwind race, so for us on WINDWARD PASSAGE, the whole race was with KIALOA.

We tacked around Catalina Island together, and for three days we were in sight of each other until KIALOA slowly pulled away to windward and maybe a little bit

ahead of us. We didn't see Jim Kilroy then for 4-5 days.

Then one evening a light came down from windward. It came right in front of WINDWARD PASSAGE, and then stopped and then went out. We figured it might be KIALOA, but we weren't sure. At the first light of morning I was up taking my morning sights and one of the stars, I believe it was Capella, was directly over the stern. I would bring Capella down to the water, but I couldn't quite find the horizon when I got it down there. As it got a little bit lighter, by golly, I saw that KIALOA was directly on our stern blocking my horizon not more than a mile away.

Then began one of the greatest days of racing that I've ever had. The wind picked up, but WINDWARD PASSAGE was just too fast for the KIALOA—this was the ketch KIALOA—running dead downwind. We had our sextant on him all day long and he kept dropping and dropping and dropping. At sundown we could just barely see the top of his mast.

That was quite a thrilling day of sailing. However, I think Jim Kilroy somehow pulled a fast one getting into Honolulu because at that rate we should have saved our time, but we didn't. He finished a little over an hour behind us and we had to give him some time. So he was 1-1 and we were 2-2 in the standard boat division.

TRANSPAC 1979 (57th Overall/B-16)

The less said the better. This was the race when I think El Nino had set in. The Hawaiian Islands had lots of westerly winds. I was on SIETE, a 69-foot, heavy-duty, semi-motor-sailor belonging to William Stewart from the Saint Francis Yacht Club.

The boat showed very fast the first few days out of Los Angeles with the close reaching. But we had terrible problems with light headwinds in the middle of the course. Day after day of glassed-off seas became aggravating. So because SIETE was on a delivery program to the South Pacific, and having adequate fuel on board, we started up the mill and powered probably 800 of the remaining 1,000 miles to Honolulu. Eventually we got a little breeze and sailed on in. Obviously we were disqualified. It was that kind of a trip.

TRANSPAC 1981 (42nd Overall/A-13)

I was asked to go by Tom Corkett, who chartered the AORANGI. This is a fine Lapworth custom 55-foot sloop which I thought had never been raced up to her capacity. She's a little bit heavier than the average boat of this type today, but in her day she should have been able to keep up. But AORANGI always seemed to be in the wrong place at the wrong time or with the wrong crew.

Nevertheless, we had a nice sail. I don't think we had but one squall the whole race. That one, a short blast, caught us during breakfast and we blew out one chute. We had very little water on deck. We were competing against a lot of boats like the Santa Cruz-50s, and we just couldn't surf that well.

TRANSPAC 1983 (27th Overall/A-6)

My next experience was different. Dick Elliott and his son Kirk chartered the Santa Cruz-50 HANA HO and renamed her MISS MAGIC.

I don't know if you go out in Santa Cruz-50s, but after

the boats I had been sailing on for 35-40 years this was something entirely different. Everything was very small, very light and very strong. We had a lot of winds—a-lot-of-a-lot-of-wind. The boat probably broached 25-30 times which, in the "old days," would usually have meant a departed afterguy or a broken boom or split spinnaker. But with MISS MAGIC, the boat came back up on her feet and kept on going. We had a little trouble steering and it was certainly a new experience to me. I think they're great boats.

TRANSPAC 1985 (18th Overall/B-3)

My last Transpac was on another chartered boat, a 55-foot Soveral called THE SHADOW. THE SHADOW had a spectacular ocean racing record of winning in the Southern Circuit, the Clipper (Kenwood) Cup and so forth. And the boat was well equipped and well manned.

The only trouble was that THE SHADOW would not surf. So we staggered into Honolulu with no pretensions of having done anything very remarkable.

We had one accidental jibe in the race, which fortunately didn't cause any trouble. The boat has a huge forespreader rig and depends on double running backstays. Why something didn't go by the board, I don't know.

Jones Sums Up His 20 Transpacs

I think I enjoyed the races more before the introduction of the ultra-lights because back then the boats were more solid.

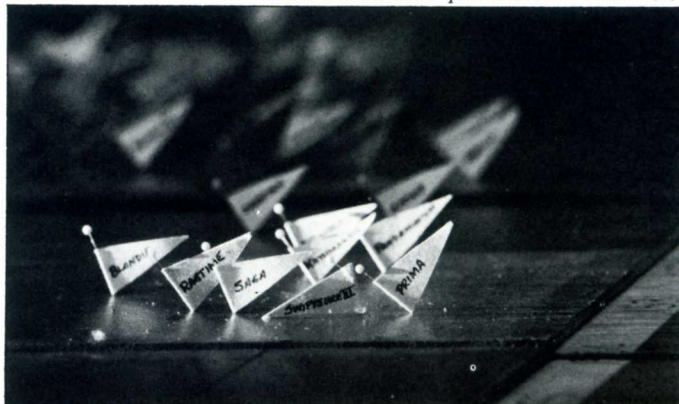
Today's ultra-lights are great for skimming downwind, but they certainly by no consideration should be called ocean racing vessels. I'm afraid they're turning the Transpac into a one-race, one-way event, and I don't know exactly what can be done about it.

My hope for the future would be to implement something similar to what they do in the Bermuda race—they have an International Measurement Rule (IMR) that encourages boats like AORANGI, even boats clear back to vessels like the CHIBASCO, to come out and have a chance of winning. And then have an IOR race for the other downwind speedsters.

All in all, Transpac is what I look forward to doing every other summer. I don't have an invitation this year on a valid boat, but I might go on board the escort vessel ALASKA EAGLE. Or I may take the Transpac in from back home.

All good strings, like America's Cup victories and Joe DiMaggio's batting streak, must eventually come to an end.

Pins tell the Transpac tale. Phil Uhl Photo.



CALENDAR OF EVENTS

34th Honolulu Transpacific Yacht Race—1987

- TUESDAY,
JUNE 30, 1987:** TRANSPAC INSTRUCTION
DINNER
PLACE: Hyatt Regency, Long Beach
TIME: 1800 Hours
- THURSDAY,
JULY 2, 1987:** START OF 1987 TRANSPAC
PLACE: Point Fermin, west of Los Angeles Harbor
TIME: 1300 Hours
COURSE: Point Fermin to the west end of Catalina Island and by the fastest route the 2225 nautical miles across the Pacific to the finish line at Diamond Head Light on the Hawaiian Island of Oahu.
- FRIDAY,
JULY 10, 1987:** NEW RECORD
Any yacht finishing prior to 2101:45 hours HST would eclipse the elapsed time record of 8 days, 11 hours, 1 minute and 45 seconds established in 1977 by the Bill Lee-designed 67-foot sloop MERLIN.
- FRIDAY-FRIDAY,
JULY 10-17, 1987:** FINISH
Class A, B, C and D yachts, with everything flying, will be using every puff of wind to save precious seconds as they surf toward the Diamond Head finish line.
- THURSDAY,
JULY 16, 1987:** HAWAII YACHT CLUB "Okole Maluna" Party
PLACE: Hawaii Yacht Club, Ewa end of the Transpac Mole
COCKTAILS: 1530 Hours—No Host
DINNER: 1730-1830 Hours—Hawaiian style Teriyaki Chicken/Mahimahi/Kalua Pork
ENTERTAINMENT: 1930-2030 Hours—Polynesian Dancers
DANCING: 2030-0100 Hours—Disco
TICKETS: \$12.50/person, purchased at HYC
- FRIDAY,
JULY 17, 1987:** WAIKIKI YACHT CLUB "Waikiki Fiesta"
PLACE: Waikiki Yacht Club, 1599 Ala Moana
COCKTAILS: 1500 Hours—No Host Margaritas by the pitcher
DINNER: 1700-2000 Hours—Mexican Fiesta and Mariachi Music: Tacos/Tamales/Refried Beans/Burritos/Enchiladas/Chili
ENTERTAINMENT: 1400-1630 Hours—Small boat races/swimming
DANCING: 1830-2230 Hours—Rock rhythms by Off The Deep End
TICKETS: \$10/person, purchased at Transpac Headquarters/WYC

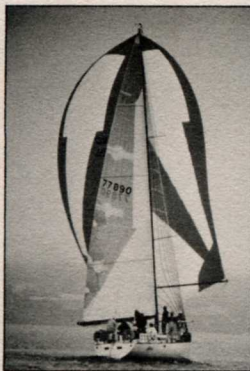
**SATURDAY,
JULY 18, 1987:**

- KANEOHE YACHT CLUB**
"Transpac Day on Kaneohe Bay"
Open House
PLACE: Kaneohe Yacht Club, 44-503 Kaneohe Bay Drive, Windward Oahu (Ph: 247-4121)
COCKTAILS: 1200-2000 Hours—No Host
LUNCH/DINNER: 1200-1900 Hours—Create your own meals from our selection of booths offering food from the four corners of the world
ENTERTAINMENT: 1200-2000 Hours—Bay excursions/Pacific Fleet Marine Force Band concert/Coast Guard air-sea rescue demonstration/wet t-shirt contest/Widgeon sailboat races/swimming/tennis available
DANCING: 1700-2000 Hours—Dance to a variety of golden oldies, topical tropical and current hits performed by The Spectrum
TRANSPORTATION: Bus service from Transpac Headquarters to KYC 1100 and 1200 hours, return 2000 hours, \$1.00/person each way
DINNER TICKETS: Pay-as-you-go
- SUNDAY,
JULY 19, 1987:** TRANSPAC TROPHY PRESENTATION DINNER
PLACE: Pacific Ballroom, Ilikai Waikiki Hotel, Ala Wai Yacht Harbor
COCKTAILS: 1730-1830 Hours—No Host
DINNER: 1900-2015 Hours—Top Sirloin of Beef au Transpac
AWARDS CEREMONY: 2015-2130 Hours
DRESS: Aloha Attire
TICKETS: \$25/person. Tickets MUST be picked up at Transpac Race Headquarters by 1630 Hours, Friday, July 17, 1987. TICKETS WILL NOT BE AVAILABLE AT ANOTHER TIME

Maui's 13th Annual Sauza Cup Regatta

- FRIDAY,
JULY 24, 1987:** ENTRY DEADLINE
PLACE: Lahaina Yacht Club
TIME: 1600-1800 Hours
ENTRY FEE: \$5/boat or one label from a Sauza Tequila bottle
- SATURDAY,
JULY 25, 1987:** FIRST & SECOND OFFSHORE TRIANGLES
Lahaina Yacht Club
TIME: 0830 Hours
FIRST RACE: Warning 1050 Hours
SECOND RACE: Following finish of first race
FESTIVITIES: Lahaina Prison, 1800 Hours, nominal charge TBA
- SUNDAY,
JULY 26, 1987:** 24 MILE CHANNEL RACE
START: Off Kaanapali
TIME: Warning 0950 Hours
COURSE: Kaanapali to a mark at Honolua Bay, Molokai, and return
AWARDS PARTY: Lahaina Prison, 1800 Hours, no-host cocktails, dinner, nominal charge TBA
CONTACT: Dick Woodward, Rear Commodore/Sail, Lahaina Yacht Club, Ph: 1-661-0191

'87 Transpac Entries



ALLURE 50' Sloop/Sail No. 77890 Hull: White

Master: Charles Jacobson
Navigator: Jack McAleer
Medic: Harvey Kilpatrick
Watch Captains: Harvey Kilpatrick/Dick Clark
Crew: Pat Bradley/David Morris/Tracy Usher/
Robin Jeffers
Hailing Port: Pebble Beach, CA
Club: Monterey Peninsula

Bill Lee-designed and built, launched 4/82, owned by Charles Jacobson, Allure was 14th (Class), 49th (Fleet) in the '85 Transpac; 8th (Class), 13th (Fleet) in the '87 Long Beach-Cabo San Lucas; 7th (Class), 14th (Fleet) in the '86 San Diego-Manzanillo.



BLONDIE 68' Sloop/Sail No. 18970 Hull: White

Master: Bob McNulty
Navigator: Dick Kennedy
Medic: Bob McNulty
Watch Captains: Nick Heron/Ted Allison
Crew: Mike Howard/Chic Moran/Robbie Haines/
Mark Shutts/Tom Walters
Hailing Port: Honolulu, HI
Club: Los Angeles YC

Bill Lee-designed and built, launched 11/84, owned by Patrick Farrah, chartered by Robert McNulty, Blondie placed 5th (Class), 29th (Fleet) in the '85 Transpac; 1st (Class), 2nd (Fleet) in the '87 Newport-Ensenada race.



BANDIT 44' Sloop/Sail No. 16707 Hull: White

Master: Lawrence Carr
Navigator: Lawrence Carr
Medic: Lawrence Carr, MD
Watch Captains: Peter Gibson/Barre Stephens
Crew: Anthony Carr/Sarah Carr/Thomas
Caylor/William Herr/Ray Kuh
Hailing Port: San Francisco, CA
Club: St. Francis YC

A Sparkman & Stephens Swan-44, built in Finland, launched in '73, owned by Lawrence Carr, Bandit placed 1st in the '77 St. Francis Big Boat Series.



BOO 48' Sloop/Sail No. 97112 Hull: White

Master: John Paquin
Navigator: John Folvig
Medic: Douglas Swanson
Watch Captains: John Paquin/Scott Tempesta
Crew: Linda Paquin/Dennis Case/Willy Estella/
Bob Wainwright/Ramon Fritsch
Hailing Port: Coronado, CA
Club: CCYC

Doug Peterson-designed, Denis Choat-built, launched in '82, owned by John Paquin, Boo does not report any racing activity.



BLADE RUNNER (NO. 1) 37' Sloop/Sail No. 87549 Hull: White

Master: Mick Shlens
Navigator: Dusty Way
Medic: Mick Shlens
Watch Captains: Mike George/Dan Paulson
Crew: Steve Sharp/Craig Tallman
Hailing Port: Redondo Beach, CA
Club: King Harbor YC

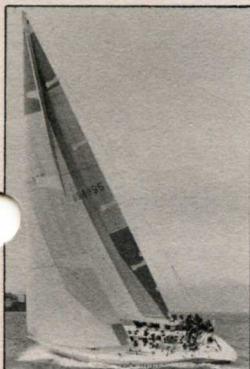
Carl Schumacher-designed, built by Alsberg Brothers, launched 7/84, owned by Mick Shlens, Blade Runner placed 2nd (Class), 5th (Fleet) in the '85 Transpac; 3rd (Class), 12th (Fleet) in the '86 Long Beach-Cabo San Lucas.



BRENDA 40' Sloop/Sail No. 87588 Hull: White

Master: John Pulskamp
Navigator: Stephen Smith
Medic: John Pulskamp, MD
Watch Captains: Mike Butler/Flint Pulskamp
Crew: John Peterson/Gregory Pulskamp
Hailing Port: Mandalay Bay, CA
Club: ANACAPA

Robert Perry-designed, built by Nordic Yachts, launched in '82, owned by John Pulskamp, Brenda does not report any racing activity.



BLADE RUNNER (No. 2) 47' Sloop/Sail No. 8995 Hull: Gray

Master: Bill Twist
Navigator: Phil Garland
Medic: Alan Weaver
Watch Captains: Jim Pugh/Dave Hulse
Crew: Greg Paxton/Keith Randle/Rhett Jefferies
Hailing Port: San Francisco, CA
Club: St. Francis YC

Reichel/Pugh-designed, built in San Diego, launched in '84, owned by Bill Twist, Blade Runner placed 1st (Class), 4th (Fleet) in the '86 Kenwood Cup; 1st (Class), 1st (Fleet) in the '86 MEXORC.



CHASCH MER 50' Sloop/Sail No. 8929 Hull: White

Master: Randy Parker
Navigator: Randy Parker
Medic: Tom Winters
Watch Captains: Larry Stoner/Henry Bose
Crew: Jim Diller Sr./Jim Diller Jr./Brian Chang/
Darrel Louis/Henry Kramer
Hailing Port: Santa Cruz, CA
Club: Santa Cruz YC

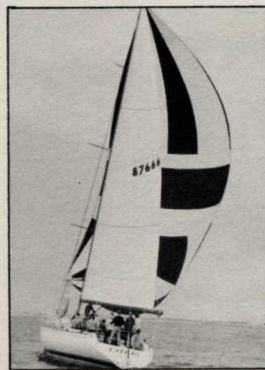
Bill Lee-designed and built, owned by Randy Parker, launched 3/79, Chasch Mer was 10th (Class), 41st (Fleet) in the '85 Transpac and 11th (Class), 47th (Fleet) in the '83 Transpac.



CHEETAH
66' Sloop/Sail No. 87654
Hull: White

Master: Dick Pennington
 Navigator: Tom Leweck
 Medic: Rick Horn
 Watch Captains: Ed Lorence/Rick Horn
 Crew: Bud Tretter/Peter Frazier/Alan Vaught/
 Kevin McCarthy/Mike Pentecost/Rick Griggs
 Hailing Port: Long Beach, CA
 Club: Long Beach YC

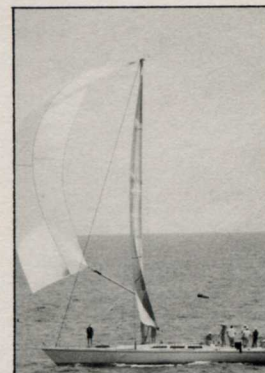
Doug Peterson-designed, built by Dencho Marine, launched 3/85, owned by Dick Pennington, Cheetah was 10th (Class), 48th (Fleet) in the '85 Transpac and 2nd (Class), and 2nd (Fleet) in '87 Puerto Vallarta.



CITIUS
68' Sloop/Sail No. 87666
Hull: White/Black

Master: J. Addison Sawyer
 Navigator: Tom Akin
 Medic: John Messenger, MD
 Watch Captains: Samuel Heck/Peter Heck
 Crew: Donald Clothier/David Ullman/William Wilson/John Messenger Jr./Bill Wilson Jr./Eric Walecki/Curtis Spencer/Donna Reckseen
 Hailing Port: Los Angeles, CA
 Club: Los Angeles YC

Bill Lee-designed and built, launched 2/85, owned by Pacific Marine Equipment Leasing (William Wilson, CEO), chartered by Transpac Charterers, Citius placed 11th (Class), 50th (Fleet) in the '85 Transpac.



DRUMBEAT
68' Sloop/Sail No. 87627
Hull: White

Master: Don Ayers Jr.
 Navigator: Don Ayers III
 Medic: Doug Ayers
 Watch Captains: Bruce Ayers/Doug Ayers
 Crew: Robert Kinney/Brad Avery/Nick Madigan/
 Eric Madigan
 Hailing Port: Newport Beach, CA
 Club: Newport Harbor YC

Designed by Nelson Marek, built by Dennis Choate, launched 12/84, Drumbeat finished 8th (Class), 36th (Fleet) in the '85 Transpac and 3rd (Fleet) in the '86 Cal Cup.



ECLIPSE
42' Sloop/Sail No. 87273
Hull: Blue

Master: Leslie Crouch
 Navigator: Curt Slater
 Medic: Leslie Crouch
 Watch Captains: William Bannasch/Harrison Ealey
 Crew: Lon Swank/John Salerno/John Busch/Paul Parizeao
 Hailing Port: San Diego, CA
 Club: San Diego YC

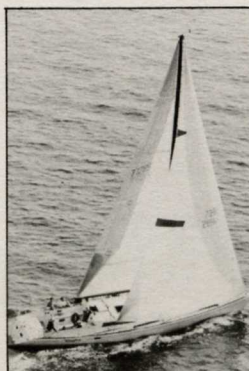
Designed by Nelson/Marek, built by James Betts, launched 11/83, owned by Leslie Crouch and William Bannasch, Eclipse placed 1st (Class), 1st (Fleet) in the '86 San Diego-Ensenada; 2nd (Class), 2nd (Fleet) in the '86 San Diego-Manzanillo.



ELUSIVE (No. 1)
48' Sloop/Sail No. 77533
Hull: Blue/White

Master: Gerald Bertram
 Navigator: Darrell Palmer
 Medic: Curtis Spencer, MD
 Watch Captains: Paul Markel
 Crew: John Roy/Brent Vaughan/Bob Smith/Gary Boyd/Norman Piiania
 Hailing Port: Coronado, CA
 Club: Long Beach YC

Doug Peterson-designed, built by Denis Choate, launched 12/81, owned by John Pacquin and chartered by Gerald Bertram, Elusive placed 11th (Class), 43rd (Fleet) in the '83 Transpac.



ELUSIVE (No. 2)
52' Sloop/Sail No. 77285
Hull: White

Master: Reuben Vollmer
 Navigator: Darrel Smith
 Medic: Jeff Crisp
 Watch Captains: Mark Vollmer
 Crew: Terry Kenney/Rob MacDonald/Dave Glander
 Hailing Port: Coos Bay, OR
 Club: KHYC

Designed and built by Bill Lee, launched in '81, owned by Reuben Vollmer, Elusive finished 8th (Class), 39th (Fleet) in the '85 Transpac and 1st (Class), 1st (Fleet) in the '87 Los Angeles Times/LAYC Series.



FREE ENTERPRISE
42' Sloop/Sail No. 67692
Hull: White

Master: Richard Ettinger
 Navigator: Hartley Turpin
 Medic: Richard Ettinger
 Watch Captains: Richard Ettinger/Dennis Durgan
 Crew: Gregory Pearce/Jeff Powers/Blair Bryant/
 Tom Hogan
 Hailing Port: Balboa, CA
 Club: Newport Harbor YC

Choate-built, an Andrews-42, launched 12/79, Free Enterprise finished 1st (Class), 8th (Fleet) in the '81 Transpac.



FREQUENT FLYER
37' Sloop/Sail No. 28055
Hull: White

Master: Ted Hall
 Navigator: Ted Hall
 Medic: Harley Gee
 Watch Captains: Chris Corlett/George Pedrick
 Crew: Dennis Gruiddle Jr./Ron Kuehan
 Hailing Port: San Francisco, CA
 Club: St. Francis YC

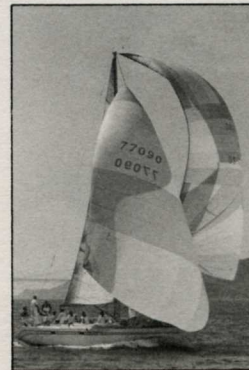
Designed by Curt Schumbacher, built by Alsberg Brothers, launched 2/87, owned by Ted Hall, Frequent Flyer placed 2nd (PHRA) in the '87 St. Francis YC Schoonmaker-Lightship Race.



HANA HO
52' Sloop/Sail No. 77007
Hull: White

Master: Rolfe Croker
 Navigator: Mark Rudiger
 Medic: Ron Urmini
 Watch Captains: Mark Dowdy/Jeff Madrigali
 Crew: Eric Tjensvold/Vito Bialla/Duthie Litgard
 Hailing Port: Wilmington, Del.
 Club: San Francisco YC

Bill Lee-designed and built, launched 10/80, owned by Rolfe Croker, Hana Ho finished 13th (Class), 47th (Fleet) in the '85 Transpac; 1st (Class) and 1st to finish in the '86 San Francisco-Catalina Island, 1st (Class) in the '86 LAYC-Guadalupe-Cabo San Lucas and was winner of the '86 San Francisco Cup.



HIGH ROLER
43' Sloop/Sail No. 77090
Hull: White

Master: John Fairbank
 Navigator: Mike Johnson
 Medic: John Fairbank
 Watch Captain: Skip Winterbottom
 Crew: Kevin Meecham/Rick Mogle/Steve Eider/
 Les Vasconcellos/Helencia Smith
 Hailing Port: Honolulu, HI
 Club: Waikiki YC

Ron Holland-designed, built by Kiwi Yachts in Largo, FL, launched '80, owned by John Fairbank, High Roler reports no racing activity.



HOTEL CALIFORNIA
66' Sloop/Sail No. 97117
Hull: White

Master: John Wintersteen
 Navigator: Monte Herring
 Medic: Larry Amberg, MD
 Watch Captains: Bill Allen/Bob Morris
 Crew: Bill Lee/Chris Sellers/Tom Thornton/Cliff Stagg/John Wintersteen III/Greg Naiman/Roy Wilson
 Hailing Port: Los Angeles, CA
 Club: California YC

Bill Lee-designed and built, launched 2/87, owned by the Hotel California Syndicate, chartered by John Wintersteen, Hotel California placed 5th (IOR-A) in the '87 Ensenada.



ILLUSION
44' Sloop/Sail No. 67919
Hull: White

Master: David Fell
 Navigator: Bud Budworth
 Medic: Evan Jones
 Watch Captain: Spencer McDonald
 Crew: David Fell/Bud Budworth/Spencer McDonald/Evan Jones
 Hailing Port: Long Beach, CA
 Club: Long Beach YC

Formerly Murphy's Law, Doug Peterson-designed, built by Choate, owned by David Fell, Illusion reports no racing activity.



JANO
43' Sloop/Sail No. 7071
Hull: White

Master: Michael Campbell
 Navigator: Dave Cairns
 Medic: Robert Kahn, MD
 Watch Captains: Steve Grillon/Robert Kahn
 Crew: Paul McDonald/Michael Kahn
 Hailing Port: Los Angeles, CA
 Club: California YC

Built in New Zealand by Cookson, designed by German Frers, launched 10/83, owned by Michael and Robert Kahn, Jano placed 2nd (Fleet) in the '86 Overton Series; 1st (Fleet) in both the '86 Harris Series and '86 ASMBYC Championships and was 3rd (Fleet) in the '86 Sydney-Hobart.



JAZZ
39' Sloop/Sail No. 69250
Hull: White

Master: Roderic Park
 Navigator: Roderic Park
 Medic: Roderic Park
 Watch Captains: Roderic Park/Malcolm Park
 Crew: Rick Mathews/Peter Cameron/Garry Tracy
 Hailing Port: San Francisco, CA
 Club: Richmond YC

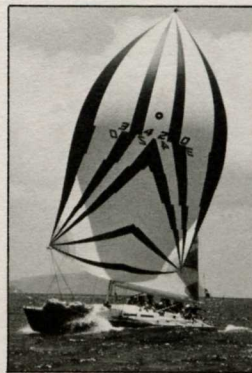
Designed by Berret/Feusous, built by Beneteau in St. Hilaire de Riaz, France, launched in '84, owned by Roderic Park, Jazz placed 1st (IOR) in both the '87 Big Daddy Regatta and '87 CCDA Spring Series.



KATHMANDU
68' Sloop/Sail No. 87580
Hull: White

Master: John Landon
 Navigator: M.E. Landon
 Medic: John Landon
 Watch Captains: Reggie Cole/Gary Weisman
 Crew: Terrel Smith/Scotty Murray
 Hailing Port: Park City, VT
 Club: San Diego YC

Bill Lee-designed and built, launched 2/85, owned by John Landon, Kathmandu was 7th (Class), 34th (Fleet) in the '85 Transpac; 1st (Class), 2nd (Fleet) in the '86 San Diego-Ensenada; 2nd (Class), 2nd (Fleet) in the '86 San Diego-Cabo San Lucas and 1st (Class), 1st (Fleet) in the '87 San Diego-Ensenada.



MARISHITEN
56' Sloop/Sail No. J 3420
Hull: Silver

Master: Hirotsugu Hashiba
 Navigator: Masato Hatanaka
 Medic: Chiharu Nakato, MD
 Watch Captains: Tatsuro Yagi/Hideichi Nakasato
 Crew: Kazuyoshi Hattori/Masaki Kamatsuka
 Hailing Port: Agana, Guam
 Club: Nippon Ocean Racing Club

Designed by Nelson/Marek, built in Chigasaki, Japan by Toho Titanium, launched 3/85, owned by Katsuhiko Takeda, Marishiten placed 2nd (Class), 14th (Fleet) in the '83 Transpac; 7th (Class), 37th (Fleet) in the '85 Transpac; 2nd (Class) in the '86 Kenwood Cup and 1st (Fleet) in the '86 Guam Race.



MERLIN
66' Sloop/Sail No. 8955
Hull: White

Master: Skip Stevely
 Navigator: Bill Leary
 Medic: Donn Campion DDS
 Watch Captains: Rick Lowrey/Craig Brown
 Crew: Steve Dot
 Hailing Port: Santa Cruz, CA
 Club: Santa Cruz YC

Bill Lee-designed and built, launched 2/77, owned by Donn Campion, Merlin was 1st (Line) 77/81 Transpacs, 2nd (Line) 79/83. She finished 15th (Class), 57th (Fleet) in the '85 Transpac and was 1st to finish (record time) in the '86 Pacific Cup. Her '77 Transpac elapsed time record of 8:11:01:45 endures.



MONGOOSE
50' Sloop/Sail No. 77358
Hull: Blue

Master: Paul Simonsen
 Navigator: Ben Mitchell
 Medic: Stewart Seiff
 Watch Captains: Zan Drejes/Jonathan Macee
 Crew: Homer Lighthall/Dave Grover/Jim O'Donnel
 Hailing Port: Pebble Beach, CA
 Club: Stillwater YC

Bill Lee-designed and built, launched '81, owned by Paul Simonsen, Mongoose placed 2nd (Class) in the '86 Big Boat Series and 1st (Fleet) in the '86 Santa Cruz-50 Nationals.



MONTGOMERY STREET
40' Sloop/Sail No. 8555
Hull: Silver

Master: Jim Denning
 Navigator: Chris Nash
 Medic: Jim Denning
 Watch Captain: Dave Denning
 Crew: Jim Denning/Dave Denning/Chris Nash
 Hailing Port: San Francisco, CA
 Club: Richmond YC

William Lapworth-designed, built by Jensen Marine, launched in '65, owned by Jim Denning, the Cal-40 Montgomery Street has raced eight Transpacs, finishing 4th (Class), 7th (Fleet) in '83, 1st (Class), 1st (Fleet) in '85.



MORNING STAR
37' Sloop/Sail No. 18321
Hull: White

Master: Lawrence Doane
 Navigator: Carl Schumacher
 Medic: Lawrence Doane
 Watch Captains: Carl Schumacher/Kame Richards
 Crew: Rob Moore/Scott Owens/Marilyn Schumacher
 Hailing Port: San Francisco, CA
 Club: St. Francis YC

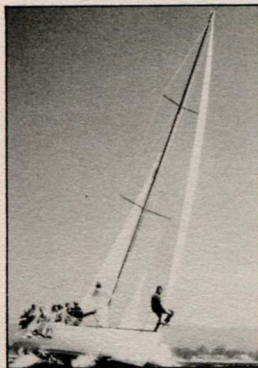
Designed by Carl Schumacher, built by Alsberg Brothers, launched '85, owned by Lawrence Doane, Morning Star reports no racing activity.



MYSTERY
43' Sloop/Sail No. 10830
Hull: Red

Master: Fred Hibberd Jr.
 Navigator: Fred Hibberd Jr.
 Medic: George Hogben, MD
 Watch Captains: Fred Hibberd Jr./Vincent Monte-Sano
 Crew: William Hitchcock/Charles Ferries/Hyde Hibberd/David Robbins/Charles Bertrand/Peter Kelley
 Hailing Port: San Diego, CA
 Club: Storm Trysail Club

Designed by the C&C Design Group, built by Eric Bruckman of Canada, launched 4/72, owned by Fred Hibberd Jr., Mystery reports no racing activity.



NOTORIOUS
40' Sloop/Sail No. 18918
Hull: White

Master: Scott Pine
 Navigator: Don Radcliffe
 Medic: Mark Bidelman
 Watch Captains: Matt Lettunich/Bruce Vessey
 Crew: Jack Halterman
 Hailing Port: Santa Cruz, CA
 Club: Santa Cruz YC

George Olson-designed, built by Pacific Boats, launched 2/83, owned by Scott Pine, Notorious placed 1st (Fleet), 1st (Class) in the '86 Windjammer; 9th (Class), 28th (Fleet) in the '85 Transpac and 5th (Class), 13th (Fleet) in the '83 Transpac.



ONE-EYED JACK
37' Sloop/Sail No. 18334
Hull: White

Master: James Svetich
 Navigator: James Svetich
 Medic: Doug Nestler
 Watch Captains: Mark Chandler/Jay Crum
 Crew: Ian Klitza/Andre Lacour
 Hailing Port: Monterey, CA
 Club: Monterey Peninsula YC

Designed by Carl Schumacher, built by Alsberg Brothers, launched 12/85, owned by James Svetich, One-Eyed Jack placed 1st (Class), 6th (Fleet) in the '87 Newport-Cabo San Lucas.



OUTRAGEOUS
40' Sloop/Sail No. 18907
Hull: White

Master: Robert Andrews
 Navigator: Ron Gross
 Medic: Mark Sims
 Watch Captains: Rick Linkemyer
 Crew: Paul Parsons/Paul McPherson/Pat Appley
 Hailing Port: Santa Cruz, CA
 Club: Santa Cruz YC

Designed by George Olson, built by Pacifica Boats, launched 2/85, owned by Rick Linkemyer, Outrageous placed 3rd (Class), 3rd (Fleet) in the '87 Ano Nuevo and 16 (Class), 48th (Fleet) in the '83 Transpac.



PANDEMONIUM
66' Sloop/Sail No. 40422
Hull: White

Master: Dennis Durgan
 Navigator: Dale Nordin
 Medic: Alexis Gahagan
 Watch Captains: Bill Packer/Dennis Durgan
 Crew: Fred Richardson/Ken Gardiner
 Hailing Port: Wilmington, Del.
 Club: Newport Harbor YC

Nelson-Marek-designed, built by Dencho/Westerly, launched 11/84, owned by W.D. McCallum, chartered by Bill Packer Jr./Dennis Durgan, Pandemonium finished 2nd (Fleet) in the '86 California Cup and 6th (Class), 32nd (Fleet) in the '85 Transpac.



PRIMA (No. 1)
68' Sloop/Sail No. 40140
Hull: White

Master: Rod Muir
 Navigator: Robert Maw
 Medic: Scott Adams
 Watch Captains: Alan Crawford/Cecil Rossi
 Crew: Cathy Turbott Muir/Steve Buckley/Robert Naismith/Bruce Burgess
 Hailing Port: Dallas, TX
 Club: CYC, New South Wales, Australia

Bruce Nelson-designed, built by Geraghty Marine, launched 4/85, owned by Keith Simmons, chartered by Michael Gayner, Prima placed 2nd (Class), 19th (Fleet) in the '85 Transpac.



PRIMA (No. 2)
40' Sloop/Sail No. 31990
Hull: White

Master: Fred Kirschner
 Navigator: William Newton
 Medic: Tom Fisher
 Watch Captains: Tom Fisher/Ian Bower
 Crew: William Budd/Charles Hope Jr./Shawn Powell
 Hailing Port: Coronado, CA
 Club: Coronado YC

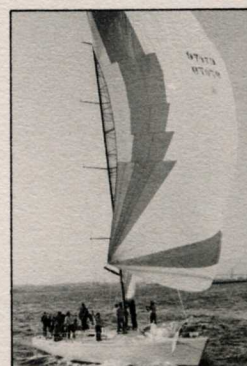
Olson-designed, built by Pacific Boats, launched 4/83, owned by Fred Kirschner, Prima placed 12th (Class), 39th (Fleet) in the '83 Transpac and 1st (Class), 1st (Fleet) in the '87 Sugarloaf Rock.



PRIMO
44' Cutter/Sail No. 97152
Hull: White

Master: Ronald Carlson
 Navigator: Ken Guyer
 Medic: Ronald Carlson
 Watch Captains: Ronald Carlson/Paul Simpson
 Crew: Dennis McColl/Andy Hutchinson/Brian Albertson/Sam Lindley
 Hailing Port: La Jolla, CA
 Club: CRA

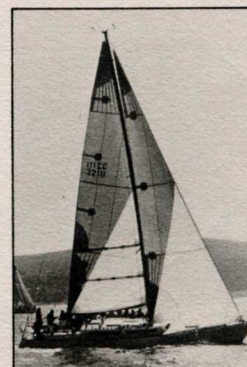
Doug Peterson-designed, built in Taiwan by Taichi, launched 4/76, owned by Ron Carlson, Primo reports no racing activity.



PYEWACKET
68' Sloop/Sail No. 97079
Hull: White

Master: Roy Disney
 Navigator: George Alexander
 Medic: Roy Disney
 Watch Captains: Timothy Disney/Mark Baxter
 Crew: Greg Hedrick/Dick Loewy/Stu Palmer
 Hailing Port: Los Angeles, CA
 Club: Los Angeles YC

Nelson-Marek-designed, built by High-Tech Yachts, launched 3/87, owned by Roy Disney, Pyewacket placed 2nd (Class), 2nd (Fleet) in the '87 Ensenada.



RACY II
50' Sloop/Sail No. 32111
Hull: White

Master: Lucian Taylor
 Navigator: Lucian Taylor
 Medic: Lucian Taylor
 Watch Captains: Lucian Taylor/Russ Kubiak
 Crew: Rich Campbell/Roland Brun/Mike Schaumburg/Bill Burchell/Bruce Bradfute/Tim McTyghe
 Hailing Port: San Francisco, CA
 Club: St. Francis YC

Bill Lee-designed and built, launched in '80, owned by Lucian Taylor, Racy II placed 12th (Class), 45th (Fleet) in the '85 Transpac and was 1st (Class) in the '86 San Francisco Big Boat Series.



RAGTIME
62' Sloop/Sail No. 7960
Hull: Black

Master: Pat Farrah
 Navigator: John Jourdana
 Medic: Mark Rossi
 Watch Captains: Mike Elias/Mark Wilson
 Crew: Mike Farrah/Steve Fletcher/Ken Kieding
 Hailing Port: Honolulu, HI
 Club: Long Beach YC

John Spencer-designed and built in Auckland, NZ, launched in '65, owned by Pat Farrah, Ragtime placed 1st (Class), 1st (Fleet) in the '87 Newport Beach-Cabo San Lucas and has sailed seven Transpacs, finishing 10th (Class), 45th (Fleet) in '83 and 4th (Class), 25 (Fleet) in '85.



ROCINANTE
46' Sloop/Sail No. J-3210
Hull: White

Master: Tetsuo Sekiguchi
 Navigator: Chikara Tsumura
 Medic: Hiroshi Takamura
 Watch Captains: Kyuya Hoshino/Zenta Ohguchi
 Crew: Moritoshi Sato/Juichiro Ishizuka/Shinichi Kobayashi/Fuminori Inaba/Tetsuya Watanabe/Takeyoshi Morikawa
 Hailing Port: Seabonia Yacht Harbor, Tokyo
 Club: Nippon Ocean Racing Club

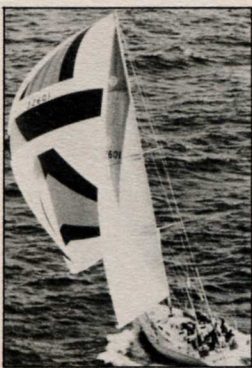
Designed by Osamu Takai, built by World Seven Ltd. of Japan, launched 2/84, owned by Shinji Ohguchi, Rocinante placed 1st (Fleet) in the '85 Japan Cup and the '85 Hatsushima Races.



SANGVIND
48' Sloop/Sail No. 18990
Hull: White

Master: Joe Mello
 Navigator: Jerry Jensen
 Medic: Lou Freeman, MD
 Watch Captains: Rob Cain/Darrel Jensen
 Crew: Gil Dale/Cavin Morgan/Jonathan Gray/Chuck Stanton
 Hailing Port: San Francisco, CA
 Club: Richmond YC

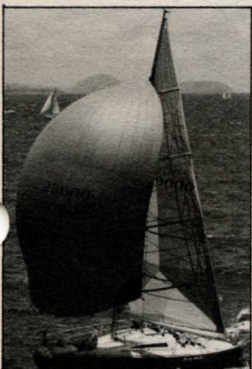
Bruce Farr-designed, built by Seacraft Marine, launched 4/82, owned by Jerry Jensen, Sangvind placed 4th (Class), 12th (Fleet) in the '82 Pacific Cup, 7th (Class), 16th (Fleet) in the '86 Pacific Cup.



STRIDER
54' Sloop/Sail No. US 32601
Hull: White

Master: Sherwood Tella
 Navigator: Michael Fagan
 Medic: Sherwood Tella
 Watch Captains: Brock Tella/Richard Hanna
 Crew: Dick Caley/Greg Noonan/John Alexander/Dave Kennedy
 Hailing Port: Salt Lake City, Utah
 Club: SBYRC

Nelson/Marek-designed, built by Geraghty Marine, launched 6/84, owned by David Pickett, chartered by Sherwood Tella, Strider placed 5th (Class), 26th (Fleet) in the '85 Transpac; 1st (Class), 6th (Fleet) in the '87 Los Angeles-Cabo San Lucas; 2nd (Class), 3rd (Fleet) in the '85 Ensenada.



SWEET OKOLE
36' Sloop/Sail No. 29000
Hull: Teak Brown

Master: Dean Treadway
 Navigator: Dean Treadway
 Medic: Bruce Hickman
 Watch Captains: Matt Blake/Dean Treadway
 Crew: Kui Lim/Bruce Schwab/Spencer Schilling
 Hailing Port: San Francisco, CA
 Club: Richmond YC

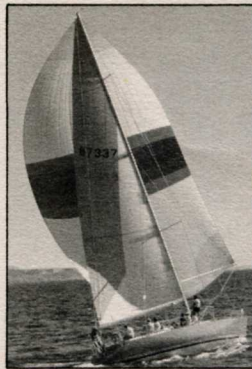
Bruce Farr-designed, built in Honolulu by Foo Lim/Lewie Wake, launched 9/76, owned by Dean Treadway, Sweet Okole is in her fourth Transpac. She finished 2nd (Class), 2nd (Fleet) in '85, 1st (Class/Fleet) in '81, 5th (Class) and 15th (Fleet) in '79 and in '86 placed 1st (Class) in the Pacific Cup.



SWIFTSURE
58' Sloop/Sail No. 57444
Hull: Blue

Master: Sy Kleinman
 Navigator: Paul Kaman
 Medic: D. Surtees, MD
 Watch Captains: Mike Rettie/Jim Walton
 Crew: Bob Casparian/Ken Huggins/Juhani Nurmia/Scott Poe/Lorrain Salman/Chick Hudson/Wes Higgins/Ron Young
 Hailing Port: San Francisco, CA
 Club: St. Francis YC

German Frers-designed, built by Carl Eichenlaub, launched in '77, owned by Sy Kleinman, Swiftsure placed 2nd (Class), 15th (Fleet) in the '85 Transpac; 7th (Fleet) in the '84 Kenwood Cup.



SWIFTSURE III
68' Sloop/Sail No. US 87337
Hull: Blue

Master: Douglas Simonson
 Navigator: Gene Carapetyan
 Medic: Douglas Simonson
 Watch Captains: Gabe Ferramola/Bill Ferramola
 Crew: Al Lehman/George Folgner/Bill Rummer/David Hay/Ole Simensen/John Gleason
 Hailing Port: Long Beach, CA
 Club: Long Beach YC

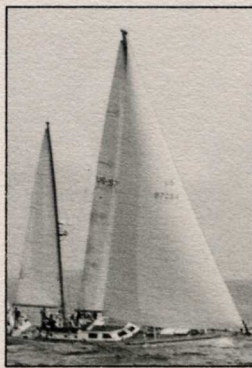
Designed by Nelson-Marek, built by Geraghty Marine, launched 1/84, owned by Swiftsure Charter Enterprises Inc., chartered by Douglas Simonson, Swiftsure III placed 1st (Class), 15th (Fleet) in the '85 Transpac.



THE SHADOW
55' Sloop/Sail No. US 87171
Hull: Gray

Master: Marda Runstad
 Navigator: David Burch
 Medic: Irving Jones
 Watch Captains: Marda Runstad/Frank Kline
 Crew: Kirk Lewis/Tom Sullivan/Bruce McLachlin/Frances Dunleavy/Stacey Runstad
 Hailing Port: Kailua, Kona, HI
 Club: Seattle YC

Designed and built by Soverel, launched in '83, owned by The Shadow Syndicate, chartered by Marda Runstad, The Shadow placed 3rd (Class), 18th (Fleet) in the '85 Transpac; 1st (Class) in the '84 SORC, Kenwood Cup and STFYC.



TIGRIS
76' Ketch/Sail No. 97054
Hull: White

Master: Jim Warmington
 Navigator: Thad Jones
 Medic: Thad Jones, MD
 Watch Captains: Jim Warmington/Jimmy Warmington
 Crew: Matt Merickel/Ron Merickel/Dan Thompson/Tom Corkett/John McClure/Ted Springer/John Hogan/Fleet White/Bill Mais/Phil Ramser/Doug Fredericks/Gary Gould
 Hailing Port: Wilmington, Del.
 Club: NHYC

A Swan-76 designed by Sparkman & Stevens, built by Nautor in Finland, launched in '81, owned by Jim Warmington, Tigris reports no racing activity.



TOMAHAWK
51' Sloop/Sail No. 87122
Hull: Blue

Master: John Arens
 Navigator: John Arens
 Medic: John Arens
 Watch Captains: David Culver/Keith Kilpatrick
 Crew: Chris Welsh/Craig Fletcher
 Hailing Port: Newport Beach, CA
 Club: Balboa YC

German Frers-designed, built in Sydney, Australia by Maas Brothers, launched 9/81, owned by John Arens, Tomahawk placed 10th (Class), 30th (Fleet) in the '85 Transpac, 2nd (Class) and 5th (Fleet) in the '83 Transpac.



TRAVIESO
44' Sloop/Sail No. US 77200
Hull: White

Master: Ron Kuntz
 Navigator: Robin Markley
 Medic: Ron Kuntz
 Watch Captains: Scott Tempesta/Russ Boudreau
 Crew: Dave Faulkner/Jon Shampain
 Hailing Port: Oceanside, CA
 Club: Oceanside YC

Designed by Nelson/Marek, built by O.B. Boatworks, launched 3/81, owned by Ron Kuntz, Travieso placed 4th (Class), 12th (Fleet) in the '85 Transpac; 7th (Class), 27th (Fleet) in the '81 Transpac and 1st (Class), 3rd (Fleet) in the '86 San Diego-Mazatlan.



UIN NA MARA
42' Sloop/Sail No. US 12909
Hull: White

Master: Richard Page
 Navigator: Jim Barnhart
 Medic: Richard Page
 Watch Captain: Eric Schiff
 Crew: Kevin Page/Don Robertson/Peter Gribble/Jim Foster
 Hailing Port: Honolulu, HI
 Club: Hawaii YC

Bruce Farr-designed, built in New Zealand by Ocean Racing Yachts, launched 5/77, owned by Jim Barnhart and Richard Page, Uin Na Mara has sailed four Transpacs. In '85 she finished 6th (Class), 17th (Fleet).



UPBEAT
52' Sloop/Sail No. US 67730
Hull: White

Master: Bill Boyd
 Navigator: Bill Boyd
 Medic: Dennis Snider III, MD
 Watch Captains: Fee Faraola/Scott Atwood
 Crew: Doug Savage/Ray Handley/John Latiolait/Lyle Panke
 Hailing Port: Redondo Beach, CA
 Club: South Bay Yacht Racing Club

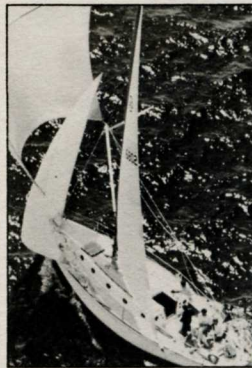
Bill Lee-designed and built, launched 11/79, owned by Bill Boyd, Upbeat finished 17th (Class), 55th (Fleet) in the '85 Transpac; 6th (Class), 29th (Fleet) in the '83 Transpac and 10th (Class), 20th (Fleet) in the '87 Long Beach-Cabo San Lucas.



WHITE KNIGHT
40' Sloop/Sail No. 888
Hull: White

Master: Phillip Friedman
 Navigator: Martin Friedman
 Medic: Phillip Friedman
 Watch Captains: Charles McKenzie/Martin Friedman
 Crew: John Standiff
 Hailing Port: Wichita, KS
 Club: Del Ray YC

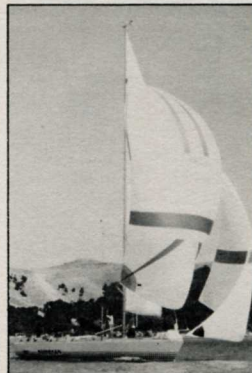
Bruce Farr-designed, built by Neville Hutton, launched 4/85, owned by Phillip Friedman. White Knight placed 2nd in the '86 North American One Ton Championships and 4th (Class), 10th (Fleet) in the '87 Long Beach-Cabo San Lucas.



WINGS
40' Sloop/Sail No. 6082
Hull: White

Master: Neil McConaghy
 Navigator: John Miller
 Medic: John McConaghy
 Watch Captains: John Staaf/Scott Thorndarson
 Crew: Dobson Poux/Rufus Clark
 Hailing Port: Tacoma, WA
 Club: Tacoma YC

Lapworth-designed, built by Jensen Marine, launched 11/63, owned by John Miller, the Cal-40 Wings reports no racing activity.



ZAMAZAAN
52' Sloop/Sail No. 3883
Hull: White

Master: Jack Ford
 Navigator: Jack Ford
 Medic: Jack Ford
 Watch Captains: Jack Ford/Craig Harmening
 Crew: Steve Douglas/Lief Biele/Doug Ludden/John Stansbury
 Hailing Port: Long Beach, CA
 Club: Seal Beach YC

Bruce Farr-designed, built in New Zealand by Ocean Racers, launched 11/78, owned by Jim Hayland, Zamazaan placed 10th (Class), 27th (Fleet) in the '83 Transpac; 1st (Class), 7th (Fleet) in the '81 Transpac.

'87 TRANSPAC
ESCORT VESSEL

ALASKA EAGLE
65' Sloop/Sail No: 59707
Hull: White

Master: Richard P. Crowe
 Navigator: Richard P. Crowe
 Medic: Patricia Lines
 Watch Captains: Sheri Crowe/David Grant
 Crew: Doug Scheumann/Larry Somers/Grant Baldwin/John Stewart/Cindi Tracy/Peter Anderson/Chris Freeman/Bob Huggans
 Hailing Port: Newport Beach, CA
 Club: Newport Harbor YC

The Alaska Eagle, a 65-foot Holland-built sloop and winner of the 1977 Whitbread Around-The-World Race, will again serve as the escort vessel for this year's 34th biennial Transpac. Alaska Eagle also helped shepherd the Transpac boats across the Pacific in 1983.

The Alaska Eagle, skippered by Richard Crowe, is owned by the Orange Coast College of Costa Mesa, CA. Included among the Eagle's 12-member crew will be TPYC Vice Commodore Grant Baldwin and Communications Chairman Larry Somers, who will handle the daily reporting chores for this year's 54 participating yachts.



The Alaska Eagle was built in 1977 by Dutch industrialist Cornelius Von Rischoouen, who christened her the Flyer for the 1977 Whitbread.

The yacht was subsequently purchased by Neil Berget, chairman of Alaska International Industries in Anchorage, who refurbished her and renamed her the Alaskan Eagle. Berget entered the Eagle in the 1981 Whitbread, where she finished ninth. He then donated his \$800,000 vessel to OCC for use in its sailing program.

HONOLULU RACE TROPHIES

FINISH

First to Finish:

Handcarved Koa plaque
(The Barn Door), W. L.
Stewart Trophy (Stewart
Tea Service)

First to Finish

(Navigator):
Navigator's Trophy

First to Finish

(Outstanding Crewman):
Don Vaughn Memorial
Trophy

Second to Finish:

Clark Sweet Memorial
Trophy

OVERALL

First Overall:

Governor of Hawaii Trophy,
King Kalakaua Trophy

First Overall (Navigator):

Chuck Ullman Memorial
Navigator's Trophy

Second Overall:

Henry (Skip) Warren
Memorial Trophy

Third Overall:

Transpacific Yacht Club
Trophy

CLASS-A:

First, Class-A:

Morgan Adams Trophy

Second, Class-A:

Transpacific Yacht Club
Trophy

Third, Class-A:

Transpacific Yacht Club
Trophy

CLASS-B:

First to Finish, Class-B:

Ed Grant Memorial Trophy

First, Class-B:

Albert Soiland Memorial
Trophy

Second, Class-B:

Transpacific Yacht Club
Trophy

Third, Class-B:

Transpacific Yacht Club
Trophy

CLASS-C

First, Class-C:

Clarence McFarlane
Memorial Trophy

Second, Class-C:

Transpacific Yacht Club
Trophy

Third, Class-C:

Transpacific Yacht Club
Trophy

CLASS-D

First, Class-D:

Harry G. Steele Memorial
Trophy

Second, Class-D:

Makapuu Point Trophy

Third, Class-D:

Transpacific Yacht Club
Trophy

OTHER TROPHIES

First Foreign Yacht:

International Cup

First Hawaiian Yacht:

Harold Dillingham Trophy

Outstanding Seamanship

Achievement Award:

Steven Newmark Memorial
Trophy

All Contestants:

Hawaiian Wooden Bowls

Last to Finish:

Tail End Charlie Trophy

SPECIAL TROPHIES FOR COLLEGIATE SAILORS

The University of Hawaii
Rainbows Sailing Team is
again sponsoring three
trophies for collegiate sailors
participating in the 1987
Transpac.

• The Joe M. Poteet

Trophy (Best Elapsed Time):

Awarded to the yacht
carrying as crew three or
more eligible members of a
collegiate sailing team.

• The Commodore Jake

Vandergrift Trophy (Best

Corrected Time): Presented
by the U.S. Naval Academy
Sailing Squadron, awarded
to the yacht carrying as crew
three or more eligible
members of a collegiate
sailing team.

• The King's Point Alumni

Trophy: Awarded the

winners of a dinghy regatta
sailed Friday, July 17, at the
Waikiki Yacht Club.

Each team competing for
The King's Point Alumni
Trophy may enter three
eligible sailors (hopefully,
but not necessarily from the
Transpac yachts). There will
be six races—three in Flying
Juniors and three in Lasers,
running concurrently
—starting at 1200 hours off
the WYC dock.

Skipper's Meeting: 1100
hours at WYC.

There is no entry fee, but
entries must be received at
the Transpac Center by 1800
hours, July 16, addressed to
either Charlie Dole, coach,
Rainbow Sailing Team, or
Ted Livingston, UH Sailing
Advisor.

Trophy presentations will
follow the races.

WHAT'S YOUR TRANSPAC IQ?

Here's a short quiz to occupy those long hours at sea.

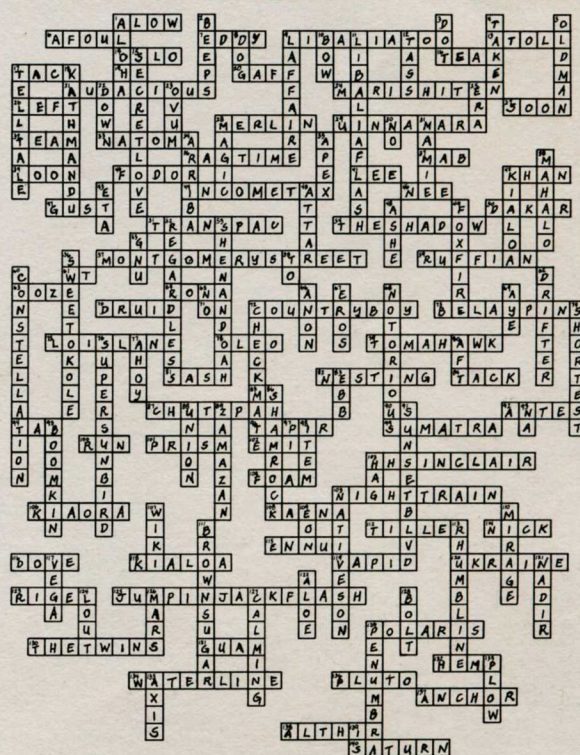
Following are two columns: Column I contains numbers, Column II questions that are answered in Column I. Simply match the number in Column I with the question in Column II (all the answers are in the 1987 Transpac Handbook). Get 23-25 right, you should be a skipper; 19-22 makes you a Watch Captain; 15-18 a foredeck monkey, under 15... well... all skippers need someone to clean their yacht's hull.

Column I Column II

- | | |
|-----------|--|
| A. - 68 | 1. (U) Miles in Kenwood Cup around-the-state race? |
| B. - 69 | 2. (N) Fewest Transpac participants? |
| C. - 80 | 3. (M) Length of Corrected Time recordholder Argonaut? |
| D. - 1932 | 4. (Q) Year closest Elapsed Time finish? |
| E. - 300 | 5. (A) VHF Channel used on final approach? |
| F. - 9 | 6. (W) Most wins Corrected Time (one yacht)? |
| G. - 26 | 7. (V) Smallest yacht in Transpac? |
| H. - 161 | 8. (E) Magnetic course after Diamond Head finish? |
| I. - 7 | 9. (G) Major awards presented at Transpac Trophy Banquet? |
| J. - 1200 | 10. (T) Skipper's meeting time for WYC collegiate regatta? |
| K. - 1977 | 11. (Y) Longest day's run record? |
| L. - 13 | 12. (X) Year of first Transpac? |
| M. - 40 | 13. (C) Length of Transpac's slowest Line Honors winner? |
| N. - 2 | 14. (B) Most yachts one Transpac? |
| O. - 34 | 15. (K) Year Merlin set Elapsed Time record? |
| P. - 4 | 16. (F) Most Transpacs (one yacht)? |
| Q. - 1973 | 17. (R) Yachts to repeat as Elapsed Time winners? |
| R. - 16 | 18. (D) Year fewest Transpac participants? |
| S. - 5 | 19. (I) Number of times Elapsed Time record broken? |
| T. - 1100 | 20. (P) Number of Transpac entries listing foreign home ports? |
| U. - 775 | 21. (O) 1987 is what number Transpac? |
| V. - 27 | 22. (S) Most dismastings (one Transpac)? |
| W. - 3 | 23. (H) Longest Transpac yacht? |
| X. - 1906 | 24. (L) Montgomery Street's '85 Elapsed Time (days)? |
| Y. - 304 | 25. (J) KYC Transpac party starting time? |

(23) 161 feet; (24) 13 days; (25) 1200 hours.
(13) 69; (14) 80; (15) 1977; (16) 9; (17) 4; (18) 1982; (19) 7; (20) 68; (21) 34th; (22) 5; (23) 161 feet; (24) 13 days; (25) 1200 hours.
TRANSPAC QUIZ ANSWERS: (1) 775; (2) 2; (3) 40; (4) 1973; (5) Channel 16; (6) 3; (7) 27 ft.; (8) 300-Degrees; (9) 26; (10) 1100 hours; (11) 1304 miles; (12) 1906; (13) 69; (14) 80; (15) 1977; (16) 9; (17) 4; (18) 1982; (19) 7; (20) 68; (21) 34th; (22) 5; (23) 161 feet; (24) 13 days; (25) 1200 hours.

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California boat yard owner Jake Wood (below) was all smiles after his 82-foot Mull-designed sloop Sorcery (above) swept all five races in the '86 Kenwood Cup regatta. Sorcery nipped Windward Passage by just 10:51 in the 775-mile race around Hawaii. Carol Hogan Photos.

SORCERY'S '86 KENWOOD CUP SWEEP

by Carol Hogan
Editor, Boating Hawaii



Jake Wood rarely gives interviews—but even Sorcery's taciturn owner became downright talkative after winning line honors in all five races in the 1986 Kenwood Cup Hawaii International Ocean Racing Series.

Wood's speedy 82-foot Mull-designed sloop finished 1st in the Kenwood Cup's three 27-mile ocean triangles, 150-mile Molokai race and the 775-mile around-the-state finale.

So Jake Wood's elation was understandable. Particularly after he and his crew had completed a harrowing three days, 23 hours, 30 minutes and 20 seconds match-racing the 775 miles around Hawaii against the late Bob Johnson's legendary 73-foot sloop Windward Passage, now owned by Sidney, Australia radio executive Rod Muir.

It was supposed to have been an open ocean event. But the two giant yachts covered each other tack-for-tack throughout the race, cross-tacking 13 times alone during the 60-mile windward leg up the Big Island of Hawaii's rugged Ka'u coastline. The race ended in a heated neck-and-neck downwind dual to the Diamond Head finish line with Sorcery finishing a scant 10:51 ahead of Passage. Muir's elapsed time was 3:23:41:11.

"They (Passage) were never out of our sight—never!" said Wood, a boatyard owner from Marina Del Rey, CA. "I might concede that they had the lead between Kauai and the Big Island, but not (by) much. Our strategy was just to stay in front of them, which was very difficult to do."

"They were awesome!" Muir said, complimenting Sorcery.

Overall, the 48 entries in the 1986 Kenwood Cup were down considerably from the high of 80 in 1984. Noticeably absent were the Australians, who usually field a large number of yachts. But the 1986 race featured only five boats from Down Under.

Blame it on the deflated Australian dollar, or Australia's concentration on preparing for the America's Cup, the facts were that, as Bob Ross, editor of Australian Sailing magazine confirmed, "the Australians are off ocean racing right at the moment."

However, with the Kenwood Corporation of Japan as the new race sponsor, Japanese entries ran higher in 1986, as did their placings.

Zero, a 51-foot Frers from the Nippon Ocean Racing Club, earned Around-The-State and Class-B corrected time honors when skipper Katsumi Kobayashi sailed across the finish line in 4:06:49:40. It was the first time a Japanese entry had won that race on corrected time.

Marishiten, a 56-foot Nelson/Pugh skippered by Hirotsugu Hashiba, placed 5th overall and 1st in Class-A on corrected time in the Around-The-State race. She was also 2nd overall in the series.

New Zealand fought for and won the battle for the Kenwood Cup's International Team Trophy, amassing 620 points against the USA's Blue Team that placed 2nd with 608 points. Sailing for the New Zealanders were: Equity, a 43-foot Farr owned by Devlin Hogg; Exador, a 40-foot Farr owned by Michael Clark, and Thunderbird, another Farr owned by Don St. Clair Brown, a veteran of all five Hawaii Kenwood (nee Pan American Clipper) Cup series.

Overall series points winner was Larry Harvey's Class-B yacht Crazy Horse (formerly the Brooke Ann), a member of the U.S. Blue Team. On corrected time the 49-foot Nelson Marek tallied two 2nds and a 1st in the



With spinnakers straining in the muscled 30-knot Hawaiian tradewinds, Kenwood Cup yachts fight for an inside at the leeward mark. Phil Uhl Photo.

triangles, a 2nd in the Molokai race and a 5th in the Around-The-State event for a total of 555 points. Harvey took home the Kamehameha perpetual trophy, plus a 2nd overall Class-B award.

Crazy Horse might have taken 1st in Class-B, if it were not for a dismasting—Springbok's—during the Molokai race.

It happened this way—first Ruriko, a 44-foot Kanto design from Japan, was dismasted. Then Springbok, a 50-foot Vallicelli skippered by Dennis Conner, lost her forestay and her mast on the downwind run. In danger of going aground on Molokai, Springbok shot off several distress flares. This prompted several yachts to come to her aid—Blade Runner, a 47-foot Reichel/Pugh owned by Basil Twist; Libalia Flash, Art and Libby Kamisugi's 48-foot Peterson, and the 52-foot Night Raider, a Davidson owned by Neil Bunting.

At the redress hearing, Blade Runner was allotted 59 minutes, Libalia Flash 49 minutes and Night Raider 56 minutes. And Blade Runner's 59-minute boon moved her into 1st on corrected time.

Other high moments included a collision at the finish of the second triangle when Ev Flanders' Cane Fire, a 30-foot Andrews design built in a sugar cane field on Maui and launched just before the series, collided with Hipshot Percussion, a 43-foot Peterson owned by Wayne Womack of Sausalito, CA. Cane Fire was holed below her waterline. Neither boat finished the race.

The international jury found Cane Fire at fault and she was disqualified. But it didn't matter—the damage was extensive and the yacht couldn't have been repaired before the end of the series.

The Waikiki Yacht Club and the newly-formed Royal Hawaiian Ocean Racing Club (RHORC) hosted and conducted the 1986 Kenwood Cup series.

'86 KENWOOD CUP RESULTS

Yacht	Skipper	Nation
Overall		
1. Crazy Horse/Nelson-Marek-49	Larry Harvey	USA
2. Sleeper/Nelson-Marek-42	Brad Herman/Lowell North	USA
3. Equity/Farr-43	Delvin Hogg	New Zealand
4. Blade Runner/Reichel-Pugh-47	Bill Twist	USA
5. Jubilation/Frers-54	Jack James	USA
6. Thunderbird/Farr-43	Don St. Clair Brown	New Zealand
7. Shockwave/Frers-43	Richard Cavalli	USA
8. Mad Max/Davidson-41	Mell Canning	New Zealand
9. Checkmate/Peterson-55	Monte Livingston	USA
10. Great Expectations/Farr-50	David Forbes	Australia
Class-A		
1. Sorcery/Mull-82	Jake Wood	USA
2. Marishiten/Reichel-Pugh-56	Katsuhiko Takeda	Japan
3. Windward Passage/Gurney-73	Rod Muir	Australia
4. Winterhawk/Farr-68	Harold Day	USA
5. Starlight Express/Davidson-55	Reynolds Jolly	New Zealand
Class-B		
1. Blade Runner/Reichel-Pugh-47	Basil Twist	USA
2. Crazy Horse/Nelson-Marek-49	Larry Harvey	USA
3. Jubilation/Frers-54	Jack James	USA
4/5. Checkmate/Peterson-55	Monte Livingston	USA
4/5. Zero/Frers-52	Shigeta Tsumura	Japan
Class-C		
1. Equity/Farr-43	Delvin Hogg	New Zealand
2. Sleeper/Nelson-Marek-42	Brad Herman/Lowell North	USA
3. Thunderbird/Farr-43	Don St. Clair Brown	New Zealand
4. Shockwave/Frers-43	Richard Cavalli	USA
5. High Risk/Smith-43	Jim Mizell	USA
Class-D		
1. Exador/Farr-40	Michael Clark	New Zealand
2. Mad Max/Davidson-41	Mell Canning	New Zealand
3. Sagacious/Farr-40	Gary Appleby	Australia
4. General Hospital/Farr-40	Tom Walinski	USA
5. St. Appolonia/Yokohama-40	Atsuo Mitani	Japan

Team Scores

1. New Zealand, 620; 2. USA Blue, 608; 3. USA White, 542; 4. USA Red, 399; 5. Australia, 376; 6. Japan East, 292; 7. Japan West, 150.

Uncle Harry knows where the skeletons are buried

BY TED KURRUS

Everyone calls him "Uncle Harry." It's a benevolent term for, indeed, grand old Uncle Harry Uhler, who's been a Transpac volunteer since about the time Dennis Conner's daddy was taking his first sailing lesson, is truly a benevolent gentleman.

Harry Uhler has been with the Honolulu Committee for more years than any man alive. Since, well, since that 1932 race when Bill McNutt's 42-foot sloop FAYTH sailed past Diamond Head buoy some 12 hours and 25 minutes ahead of the 55-foot yawl MOLLILOU, the scratch boat skippered by Dr. Floyd Swift.

"There was no third place," Harry recalls with a Uhleresque chuckle. "Hell, there were no other boats in the race!"

Uncle Harry's resume lists 26 Transpacs. He began in the bilge, as he puts it, "as a gofer . . . you know, Harry-go-fer-this, Harry-go-fer-that! Sometimes I slept in cars . . . went days without a shave—"

However, through the years Harry has seen the Transpac mature from a haphazard, seat-of-the-pants nautical romp across the Pacific into a splendid ocean race pitting sophisticated and skilled crews, one against the other. Too, he's been a participant in the evolution of Transpac progress, the handicap system, network of communications and vital safety regulations.

Harry was involved in the formal structuring of today's Honolulu Committee. He directed the construction of the old Transpac Shack—originally a rude union of Territorial voting booths and contractor's shacks coerced from the sugar cane plantations. He's stood watch at the Makapuu Lighthouse and hosted incoming yachts. But never, he chuckles in vintage Uhler fashion, never has he headed the Weather or Communications Committees—"I wasn't smart enough to do that."

Moreover, Harry labored his way through the rigors of the Honolulu Committee's Vice-Chairman seats—Harbor and Race Operations and Administration—and in 1963 he took over the helm as General Chairman of the 22nd biennial race. Four years later Harry succeeded Charlie Dole as Honolulu Committee Treasurer and has since exercised a tight, some say despotic, grip on the purse strings.

Yet, Uncle Harry Uhler has never sailed a Transpac race. "Harold (Dillingham) wanted me to sail on the MANUIWA," Harry smiles, "in fact he asked me two years running. But I'd just gotten married and I couldn't afford to take time away from the job."

This year's 1987 and 34th biennial Transpac is Uncle Harry's swan song. Though feisty as ever, at a ripe 83 years of age Harry Uhler feels it's time to quit—to take an early retirement.

Early retirement?

"Transpac's mandatory retirement age is 85," he explained, a humorous twinkle in his eyes. "I'm taking retirement a couple of years early—I'm tired of waiting for mandatory retirement—"

In retirement, Uncle Harry Uhler will take with him a veritable encyclopedia of Transpac memorabilia, history and anecdotes. True, someone should write Harry's book—though with Uncle Harry spinning the nautical yarns the pages will most certainly bear a disorder of "expletives deleted" and the document clothed in the propriety of an unobtrusive brown paper wrapper.

Harry Uhler was born in Wyoming on March 15, 1905. His father was a gentleman rancher, his mother, well, a

mother. The Uhler clan migrated to San Diego in the 1920s where the senior Uhler launched a livestock feed store. It was in 1931, following four years at the University of California at Berkeley studying civil engineering, that 26-year-old Harry Uhler found his way to Hawaii. It was love at first blush. It was kismet. But it was illegal.

"I came down with a group of fellows to race against the hot shots at Pearl Harbor," Harry recalls. "We had PCs—Kettenberg boats—and they had the Herschoff-S. There were 13 of us youngsters and we had four boats. But if we did today what we did then, we'd all be in the slammer—"

"Harold Dillingham was one of the leaders at this (Hawaii's) end. He and Joe Jessup, our (San Diego) leader, went up to Los Angeles and went into a huddle. And Harold said, 'You know my brother is in Washington right now—maybe we can get some help from the Navy?' So they contacted Mr. Walter Dillingham and as it turned out he was a fraternity brother or classmate or something of Charles Francis Adams of the old Adams New England family . . . and Charles Francis Adams was the Secretary of the Navy—"

Adams arranged for young Harry Uhler and his crew and their four PCs to be piped aboard U.S. Navy warships heading out for maneuvers in the Pacific, then to Pearl Harbor. "It cost us a dollar-a-day for our kaukau (food)," Harry smiles, "I was on a mine sweeper—"

"But I didn't know where in the hell Hawaii was. I went over to a friend whose family had an Atlas or something and found out that Hawaii was out there in the Pacific Ocean. So I had a vague idea where I was going—"

"I'll never forget that afternoon I got into Pearl Harbor. We tied up at the old 10-10 dock and our PC was the first overboard. A young kid putt-putted over in a little haole sampan, an 18-footer maybe, and he towed me over to the (Pearl Harbor) yacht club. The kid turned out to be Ben Dillingham—you probably know him . . . he played around in politics for awhile—"

"The yacht club was beautiful. About five acres, perfectly landscaped, old fashioned Southern-type architecture. The late afternoon sun was setting over the Waianae. Beautiful afternoon! I took one look at all of this and said, 'Boy, this is for me—'

"You see, in 1929 the stock market crash came. The country went to hell. Banks were closing, people jumping out of tall buildings . . . stuff like that! I went to San Francisco to try and find a job and, hell, it was worse up there than it was in San Diego. I saw my first soup lines, which was scary—"

"So when I took one look at all that stuff in Hawaii, with no responsibilities back home I just stayed . . . and I put the word out as fast as I could that I wanted a job—"

Through the good graces of A.W.T. Bottomly, then president of what today is known as American Factors, Harry Uhler's first job was that of a luna (overseer) with the Waipahu Plantation. "I was about as low as you can get, except for chopping the cane yourself . . . they had Filipinos doing that." Harry then joined the Pearl Harbor Yacht Club, began racing, and was on his way.

But what Uncle Harry delights most in is reminiscing over Transpacs past. He begins with his first race:

"The 1932 race had no organization—hell, prior to World War II everything was done individually. In fact, we made no attempt to meet the yachts. We didn't have electronics or any contact with the boats. But as the years went by we did get a telephone line to the Makapuu



Uncle Harry in 1932...

Lighthouse before the Coast Guard took over. In the daytime you could see out to sea and we'd call up and say, 'I think I see a sailboat out there.' Then some of us would rush off to Diamond Head—"

"I became involved in the 1932 race because word spread around that a boat that had finished during the night was anchored off Fort Armstrong—actually it was in the ship channel at Honolulu Harbor—and someone had to go down and meet them—"

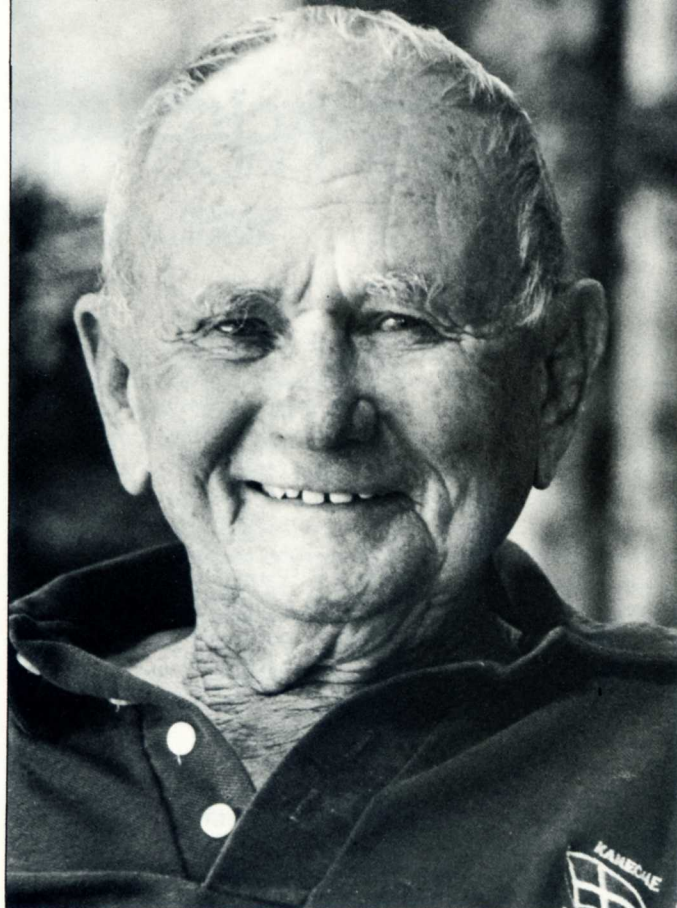
"It was in 1936 that they decided to change the race from the even years to the odd years. They didn't want to compete with the Bermuda race, hoping to get boats and people here from the East Coast—"

"The Honolulu Committee, as we know it today, really got started in the 1947 race. That's when we started communications a little bit—ham radio, ship-to-shore . . . that sort of thing developed during the war—"

"That's also when this famous movie actor sailed across—I forget his name but he was heir to the Angostura bitters people. Anyway . . . I remember he helped the family out a lot in the race by trying to drink everything in sight. I suppose he put Angostura bitters in some of them—"

"Forty-seven was the first race where boats were tied up. It was all arranged ahead of time with the Harbor Board and the Territory people. They gave us Kewalo Basin and a big concrete pier, just a big concrete mass—"

"I'll never forget I'd gone down to greet some boat that was coming in. It was about 4:00 in the morning when we got ashore in Kewalo and I'll tell you, I've never seen so many people in one spot in all of my life. That whole vast pier was just literally shoulder-to-shoulder with people. I remember the police estimated that there was 4,000 people. There had been no publicity and most people



TED KURRUS PHOTO

...and after 55 years of Transpac

didn't know the pointy end of the boat from the other. It sure showed that Hawaii was just starving for an event like Transpac—"

One of Uhler's more vivid Transpac memories concerns the 1951 race when a snapped lifeline sent crewman Ted Sierks toppling over the side of Phyllis Brunson's sloop L'APACHE. The yacht, driving hard under spinnaker, was still 875 miles out of Honolulu. "By the time she could swing around and go back to get him," Uncle Harry recalls, "he could have been a mile away—"

"Navy ships out in the area diverted their courses—all they had to look for was his head. When the orders came down that the search was to be discontinued, the (U.S. Navy destroyer escort) *Monro* took one last swing before resuming its course to the Islands when one guy said, 'Hey, what's that over there?' His buddy replied, 'It's a man!' It turned out to be Ted."

Indeed, after more than 30 hours warding off curious sharks while bobbing in his life vest in the middle of the Pacific Ocean, Sierks' dramatic rescue was labeled a one-in-a-million shot!

What was Uncle Harry's favorite race?

"Oh, I've enjoyed every one of them at this end," he replies.

How about his most curious Transpac happening?

Uncle Harry pauses for a moment. Then he laughs aloud, an insidious glint illuminating the blue-blue of his eyes. He sits upright in his chair and lights a cigarette. "Had a buddy," Harry begins, "a local fellow who came from one of those so-called old families . . . I won't tell you his name—"

"Anyway . . . this boat came in and there was this pretty young thing in the crew. She was supposed to be a companion to this older woman, but the old woman had

had enough of racing and she took off for the Royal Hawaiian Hotel and we never saw her again. But my good buddy took one look at this pretty little girl on the deck and he fell in love . . . he was just ga-ga about her—"

Uhler takes another deep drag from his cigarette. "Later," he exhales, "my buddy's mother threw a party and invited this young lady. Somehow or another we were sitting at a conversational distance and the girl said, 'Suppose I can get a job here? I sure like this place'—"

"I said, 'Well, I don't know. I live out on the plantation and I don't know much about jobs in town. Can you type or do secretarial work?'"

"No," she said.

"Then I asked her what she could do? And she said, 'Well, I guess I'll have to go back into the business'—"

"I asked what kind of business?"

"And she looked over at me, smiled and said, 'The b-u-s-i-n-e-s-s'—"

Harry laughed. "Here was this gal who uses our young man and fancy family and all that bosh and she's nothing but a prostitute on vacation. I thought, Oh-my-God, if my buddy's mother only knew he was in love with a prostitute there'd be hell to pay."

What happened to the girl?

"The girl went back," Uncle Harry replied, "now my good buddy lives on the Big Island."

How does Uncle Harry view the future of Transpac?

"With all the sophisticated methods of sailing a boat downhill, I'm beginning to worry about the future of the race," he admits, sounding a bit more serious. "Here, let me give you an illustration:

"Nan, my daughter, met this young man who said he was the computer man aboard a larger yacht. He was all worked up and wanted to show her his job on the boat. Nan asked if he'd mind if she brought her father along—'He knows something about yachting,' she said. 'Oh, by all means—'

"Anyway, we went aboard. Very shortly this man was talking over my head. I didn't understand what the hell he was talking about describing all the functions of the computers and stuff as they pertained to yacht racing—"

"When he was done, Nan said, 'Thank you very much. But when my daddy taught me how to sail, he taught me to sail by the seat of my pants, not using a black box full of these things you use to sail a boat.'"

"That's my point," Harry concludes. "Things are getting so sophisticated people need a million dollars just for a boat that will race downhill. To me it takes the fun out of it."

In 1964 Uncle Harry gave up racing Stars—he was a good one, too. And he and his wife, Topper, purchased a lovely old 36-foot Kettenger-built, Olsen-designed yawl with a lot of character, wood "and brightwork and stuff." He named her the LANAI—Hawaiian for "porch."

"I named her that because I was going to retire from racing and I wanted a boat I could sit on—like a lanai."

Topper is gone. So has LANAI. And now Uncle Harry Uhler is taking early retirement from Transpac.

But don't be concerned.

Whenever a Transpac yacht glides into its slip along the Ala Wai Yacht Harbor's Transpac Row, Uncle Harry—physically or in spirit—will surely be among the throngs of sweet flower lei—and spicy mai tai—bearing greeters on hand to perpetuate Hawaii's famous Aloha Welcome that Harry Uhler helped create many Transpacs ago.

OFFICIAL RESULTS/1985 TRANSPACIFIC YACHT RACE

FINISH CLS. FLT.	YACHT NAME/TYPE	SKIPPER	CLUB	ELAPSED D H M S	CORRECTED D H M S
CLASS A					
A-1 16	Swiftsure III/NM68	Nick Frazee	SDYC	10:19:21:47	10:05:28:29
A-2 19	Prima/NM68	Keith Simmons	FWBC	10:19:59:50	10:06:08:50
A-3 21	Saga/NM68	Doug Baker/George Writer	LBVC	10:20:48:12	10:06:48:12
A-4 25	Ragtime/SPN62	Dick Deaver	LBVC	10:21:18:04	10:10:09:29
A-5 29	Blondie/SNC68	Bill Lee	SCYC	10:22:45:26	10:11:11:45
A-6 32	Pandemonium/NM66	Bill Packer Jr./Peter Wilson	NHYC	11:02:01:38	10:12:26:02
A-7 34	Kathmandu/SNC68	John Landon	SDYC	11:01:08:33	10:13:40:53
A-8 36	Drumbeat/NM68	Don Ayers Jr.	NHYC	11:03:29:32	10:14:08:17
A-9 43	Dare/BECK60	Roy E. Disney	LAYC	11:18:48:15	10:16:32:21
A-10 48	Cheetah/PET68	Dick Pennington/Bud Tretter	LBVC	11:08:50:06	10:19:16:09
A-11 50	Citius/SNC68	Bill Wilson	LAYC	11:08:39:19	10:21:29:10
A-12 52	Rampant II/LAV70	Alan Tucker	RSYS	11:19:47:47	10:23:21:28
A-13 53	Winterhawk/FARR68	Hal Day	BCYC	12:00:35:29	10:23:27:14
A-14 56	Momentum/VDL72	Tony Delfino/Gerhard Aab	LAYC	11:19:15:00	11:01:22:12
A-15 57	Merlin/LEE67	Skip Stevely	St. FYC	11:12:10:47	11:01:32:21
A-16 59	Stuart Little/CHN59	D. Williamson	FWBC	12:05:58:59	11:05:31:21
A-17 60	Spirit of Queensland/ADMS66	C. J. Dorrough	WSC	12:02:59:14	11:10:48:09

CLASS B

B-1 14	Magic/HOL52	Jim Hoskinson/Steve Curran	CYC	12:12:23:48	10:04:02:02
B-2 15	Swiftsure/FRS58	Sy Kleinman	St. FYC	12:06:12:04	10:05:05:57
B-3 18	The Shadow/SOV55	Dick Elliott/Kirk Elliott	NHYC	12:08:40:30	10:06:03:36
B-4 20	Climax/BAR52	F. Laffitte	d'Antibes	11:17:54:34	10:06:35:04
B-5 26	Strider/NM54	Blair Francis/Bruce Brown	BLVC	11:19:43:50	10:10:27:18
B-6 33	Dr. Dan/LD51	Rod Leonard/Errol Muir	CYCA	12:11:46:46	10:12:28:23
B-7 37	Marishiten/NM55	Hiro Hashiba	Nippon	12:00:56:35	10:14:39:54
B-8 39	Elusive/SNC52	Ruben Vollmer	KHYC	11:21:12:14	10:15:07:00
B-9 40	Magic Touch/SNC40	Wayne Colahan	SBYC	13:01:21:41	10:15:41:29
B-10 41	Chash Mer/SNC50	Randy Parker	SCYC	11:19:45:43	10:15:48:59
B-11 44	Apparition/SNC40	J. Wintersteen	CYC	13:01:19:00	10:16:37:24
B-12 45	Racy II/SNC50	Lucian Taylor	St. FYC	11:22:04:58	10:16:42:52
B-13 47	Hana Ho/SNC52	Rolfe Crocker	SFYC	12:01:35:37	10:18:45:51
B-14 49	Allure/SNC50	Lee Faraola	SCYC	12:01:14:42	10:21:26:00
B-15 51	Sumatra/LPW49	Bill Boyd	LBVC	13:09:00:31	10:22:12:32
B-16 54	Whistlwind/FAR55	Mike Choppin	LBVC	12:08:20:52	11:00:10:54
B-17 55	Upbeat/SNC52	Sherwood Tella	SBYRC	12:04:37:57	11:00:28:22
B-18 58	Incantation/SNC50	David Ratner	RVYC	12:08:37:00	11:02:30:46

CLASS C

C-1 4	Secret of Nimh/EX37	Kent Greenough	BBYC	13:04:22:00	09:18:22:14
C-2 5	Blade Runner/EX37	M. Schlens	KHYC	13:04:33:54	09:19:24:55
C-3 7	Geographically Undesirable/EX37	R. Greenfield/Reese Lane	WJYC	13:05:23:00	09:21:29:07
C-4 12	Travieso/NM44	Ron Kuntz	OYC	13:06:45:52	10:02:45:23
C-5 13	Azahara/S&S48	Colin McRae	SBYRC	13:06:48:19	10:03:02:15
C-6 17	Uin Na Mara/FAR42	Mike Johnson	HYC	13:12:50:33	10:05:23:36
C-7 24	Libalia Flash/PET48	Dr. Arthur Kamisugi	WYC	13:06:42:37	10:08:50:54
C-8 27	Swift Strike/PER44	Thomas Blake	St. FYC	13:16:01:43	10:10:28:35
C-9 28	Notorious/OL40	Scott Pine	SCYC	13:01:13:36	10:10:29:37
C-10 30	Tomahawk/FRS51	John Arens	BYC	13:04:54:49	10:11:56:45
C-11 35	Blast Furnace/RS44	Mike Campbell	LBVC	13:07:08:31	10:13:43:35
C-12 38	Arriba/AND48	Mike Gayer	LIYC	13:11:29:09	10:14:58:45
C-13 42	Lois Lane/WLE40	B. J. Erklens	St. FYC	13:13:16:03	10:16:14:38
C-14 46	Sir Isaac/BRNS49	Rod Holt	EYC	13:07:40:31	10:17:45:19
C-15 61	Droits De l'Homme/BREWER51	Marvyn Carton	RMYC/UK	15:00:40:10	11:21:51:35
C-16 62	Ariel/MAS51	Richard Rosic	DPYC	16:01:01:45	n/a

CLASS D

D-1 1	Montgomery Street/CAL40	Jim Denning	RYC	13:06:31:19	09:14:07:40
D-2 2	Sweet Okole/FAR36	Dean Treadway	RYC	13:09:28:24	09:15:23:59
D-3 3	Encore/JOUB40	Dick Knoth	SDYC	13:11:05:51	09:17:20:06
D-4 6	Cursor/WLE38	Jeff Farwell	NHYC	13:07:07:33	09:20:10:24
D-5 8	Super Sunbird/YAM41	Tats Yamasaki	Nippon	13:13:33:50	09:22:11:35
D-6 9	Apollo V/PET43	Hugh Bennet	SDYC	13:12:28:51	09:23:14:51
D-7 10	Prism/PET43	Mike Light	WYC	13:12:24:15	10:00:08:58
D-8 11	Medicine Man/PET42	Robert Lane	LBVC	13:15:03:19	10:00:30:06
D-9 22	Rampage/CHT40	Phil Friedman	DRYC	14:02:27:12	10:07:03:57
D-10 23	Wild Woman/MULL44	Hal Day	St. FYC	13:18:51:29	10:07:37:43
D-11 31	S.B.O.C.2/C&C40	B. Wallerstein	LBVC	14:10:18:09	10:12:07:82
D-12 63	Defiance/COOK41	Mike Wathen	CBYC	17:00:02:54	13:07:38:27
	Conquest/PET42	Art Moreno	CBYC	DNF	
	Jest/JOH39	Ray Jarecki	LAYC	DNF	

TRIVIA YOU WANT TO KNOW ABOUT TRANSPAC BUT DON'T KNOW WHERE TO ASK...

by Ted Kurrus

During the span of 79 years, through 1985, that the biennial Transpacific Yacht Race has been run, no less than 1169 yachts have attempted the 2,225 nautical-mile crossing from California to Diamond Head. Yet, the elapsed time record has been broken but seven times . . . twice by the elegant 95-foot schooner Morning Star.

The first record, of course, was established in the first race when three yachts—La Paloma, a 48-foot schooner, Anemone and Lurline—set out from San Pedro, CA at noon on June 11, 1906. Lurline, an 85-foot schooner skippered by California yachtsman and South Coast Yacht Club member H. H. Sinclair, won in a respectable 12:09:59:00.

Since that memorable first race 33 Transpacs have been held—there was a hiatus between the years 1912-23 and 1941-47 due principally to the First and Second World Wars. The present record of 8:11:01:45 was established in 1977 by the 67-foot sloop Merlin, designed and skippered by Bill Lee, who had to average approximately 10.9 knots an hour (12.5 miles per hour) to secure his place in the annals of ocean racing. Interestingly, Merlin missed breaking its 1977 record by a scant 46 seconds in 1981 when skippered by Nicholas L. Frazee. Frazee came back to take Transpac line honors in 1985 aboard the 68-foot ULBD sloop Swiftsure III, recording a non-record elapsed time of 10:19:21:47.

Following is a chronology of the Transpac's elapsed time record:

D H M S	Year	Yacht
12:09:59:00	1906	Lurline
11:14:46:00	1923	Mariner
10:10:13:09	1949	Morning Star
09:15:05:10	1953	Morning Star
09:13:51:02	1965	Ticonderoga
09:10:21:00	1969	Blackfin
09:09:06:48	1971	Windward Passage
08:11:01:45	1977	Merlin

OTHER TRANSPAC FACTS

Following is additional Transpac memorabilia—some facts more worthy of remembrance than others:

- **Most Participants:** 80 in 1979 (20 in Class-A, 22/Class-B, 21/Class-C, 17/Class-D).
- **Fewest Participants:** 2 in 1932 (Fayth defeated Mollilou).
- **Largest Yacht:** Goodwill, 161' (1953/59).
- **Smallest Yacht:** Common Sense III, 27' (1934).
- **Elapsed Time Record:** 8:11:01:45, 67-foot sloop Merlin, Division II (1977).

- **Corrected Time Record:** The Cal-40 Argonaut's elapsed time of 11:16:35:23 corrected out to 06:10:44:07 (1969).
- **Slowest Elapsed Time:** 23:23:55:04, Viking Childe, Class-C (1939).
- **Slowest (Modern Day) Line Honors:** 11:18:01:04, Drifter, Class-A (1979).
- **Longest Day's Run:** 304 nautical miles (noon-to-noon), Merlin (1981).
- **Shortest Day's Run:** 0 nautical miles, Viking Childe (1939).
- **Yachts to Repeat as Elapsed Time Winners:** Lurline (1906/08/12), Morning Star (1949/51/55), Ticonderoga (1963/65), Ragtime (1973/75).
- **Yachts to Repeat as Corrected Time Winners:** Lurline (1906/08/12), Staghound (1953/55), Chutzpah (1973/75).
- **Most Wins/Elapsed Time:** Lurline (1906/08/12), Morning Star (1949/51/55).
- **Most Wins/Corrected Time:** Lurline (1906/08/12).
- **Yachts Winning on Both Elapsed & Corrected Time:** Lurline (1906/08/12), Hawaii (1910), Invader (1926), Fayth (1932), Dorade (1936), Windward Passage (1971), Merlin (1977, in Division II).
- **Most Dismastings (one race):** 5 (1977).
- **Closest Race/Elapsed Time:** Ragtime (10:14:00:40) defeated Windward Passage (10:14:05:11) by 4:31 (1973).
- **Different Elapsed Time Winners:** 24.
- **Different Corrected Time Winners:** 30.
- **Most Races (yacht):** 9, Queen Mab.
- **Most Races (Individual):** 20, Thad Jones.
- **Races With No Women Participants:** 2 (1906/10).
- **Total Entries Listing Hawaii Home Ports:** 57.
- **Total Entries Listing International Home Ports:** 68.
- **First-To-Finish Foreign Yacht:** Stormvogel, South Africa (1967).
- **First-In-Class Foreign Yacht:** Chiriqui, Balboa Canal Zone, Panama, Class-B (1951/53).
- **Number of Foreign Ports Represented:** 16 (Australia, Panama/Balboa Canal Zone, Canada, D'Antibes, England, Fiji, France, Holland, Italy, Japan, Mexico, New Zealand, Peru, South Africa, Virgin Islands).
- **Yachts First to Break Corrected Time Barriers:**
Ten Days: Kitten, Class-B, 9:10:24:49.5 (1949).
Nine Days: Sea Witch, Class-C, 8:12:00:01 (1951).
Eight Days: Curioso, Class-C, 7:01:58:59 (1969).
Seven Days: Argonaut, Class-C, 6:20:44:07 (1969).

THE FINISH LINE

Skippers Instructions for Honolulu Finish

Communications

Approach To Oahu: In approaching the race finish, three reports are required: The first when 100 miles from the finish line off Diamond Head, the second when 25 miles from the finish line, and the third when abeam of Koko Head.

100 Mile Report: When 100 miles from the finish line, contact the COAST GUARD COMMUNICATIONS STATION HONOLULU on 4125.0 kHz (HF-SSB) and identify yourself as a Transpac yacht. The Coast Guard will take your report and ETA in Hawaiian Standard Time (10 hours behind GMT).

25 Mile Report: When 25 miles from the finish line, contact TRANSPAC ALA WAI on 4125.0 kHz and report your position and ETA HST at the finish. Any required assistance is to be requested at this time.

After completing your 25 mile report, monitor marine VHF Channel 16 until

abeam of Koko Head.

Koko Head Report: When abeam of Koko Head, call TRANSPAC DIAMOND HEAD on marine VHF Channel 71 and report your updated ETA HST at the finish. A request for required assistance should be repeated at this time.

Following this report, remain on Channel 71 until moored at the Ala Wai Yacht Harbor.

Finish Line Approach

Daylight: Your sail number, rig, spinnaker design and color will serve as identification.

Night: Turn on spreader lights approximately one-half mile from finish and shine a light on the mainsail number.

Finishing: Upon crossing the finish line, proceed on a magnetic course of 300 degrees. Because of the inshore reef, DO NOT ROUND UP. A Race Committee boat will contact you on VHF Channel 71 immediately after you have finished. Race Committee boats can be identified by the Race Committee flag in the daytime and at night by a flashing yellow light in addition to the regular running lights. The Race Committee boat will escort you to the Ala Wai Yacht Harbor, advise you of your mooring and whether an inspector will be coming aboard. Should you need any assistance, make your request to the Race Committee boat by radio.

Mooring

Each yacht will have a designated mooring space. The Mooring Committee will provide instructions for your mooring setup. You will be expected to have four (4) mooring lines and an anchor and line if your yacht is to be Tahiti-moored to a pier. Space will be provided for you until July 24th. If you wish to stay longer, or return following the Maui or Kauai races, you should make arrangements with the Harbormaster at the Ala Wai Yacht Harbor Office. Mooring space is very limited at the Ala Wai Yacht Harbor and at local yacht clubs.

Inspection

Before anyone will be allowed to board, you must have the yacht inspected by the State Department of Agriculture. To expedite this procedure, the form included within your packet should be filled out and signed in advance. No one will be permitted aboard until this has been completed.

Greeting Committee

After your yacht is moored and inspected, families, friends and official Honolulu Hosts and Hostesses will be allowed to board. Staff Duty Officers will have set up barricades for crowd control and will be under instructions to allow onto the pier only those persons who display official boarding passes issued by Transpac Headquarters. The Honolulu

Committee will make every effort to insure adequate security protection for all yachts, but assumes no responsibility and recommends that each skipper take whatever precautions he feels necessary to insure the security of his vessel and its contents.

Information Center

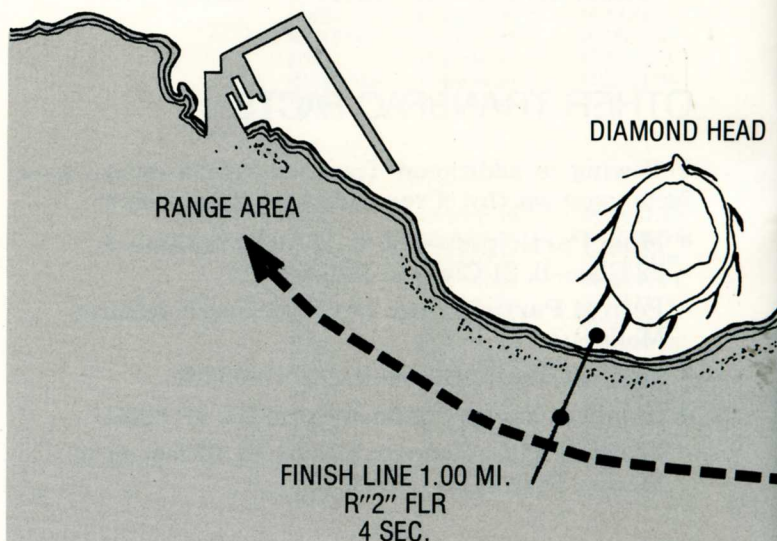
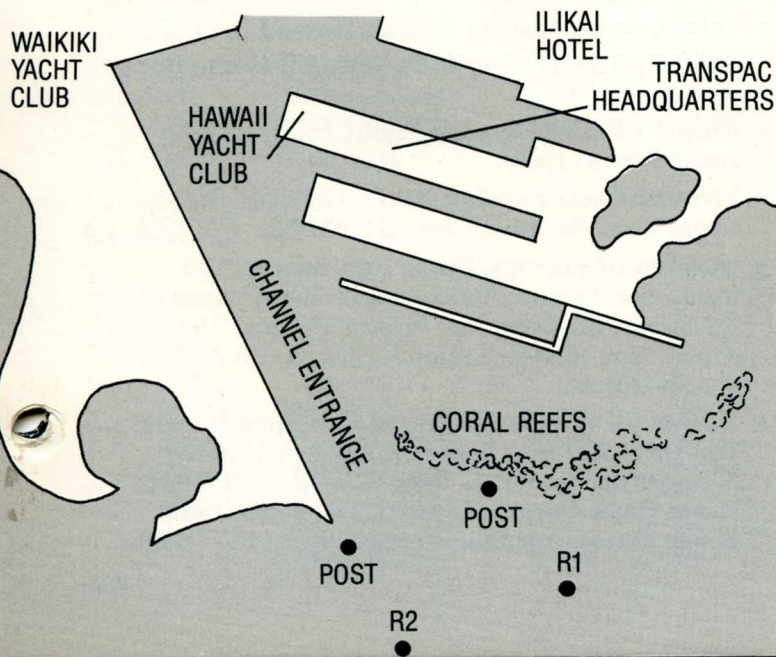
Following the Aloha Greeting, each skipper is requested to report to the Information Center at Transpac Headquarters to receive mail, telegrams, messages and information of services that he may need. Likewise, each crew member should report to the Information Center to receive messages and to verify his address while staying in Honolulu. Personnel will be on duty 24 hours a day to assist you.

Pier Services

Water, electricity, telephone and information on the many other services available to visiting yachtsmen can be found at the Information Center. A complete chandlery list, along with information on the Transpac activities planned by the various yacht clubs, is included in a special packet presented to each yacht upon arrival.

Communications Services

Weather Broadcasts: U.S. Coast Guard Station NMO on Oahu transmits High



Seas (North Pacific 140 West-160 East) and Hawaiian Waters (within 1,000 miles) weather reports on the following schedule:

- (a) 0545 and 1145 GMT 2670, 6506.4 and 8765 kHz simultaneously,
- (b) 1745 and 2345 GMT 2671.4, 8765.0 and 13113.2 kHz simultaneously.

Forecasts of wind and sea conditions in Hawaiian waters and in the channels between the islands are continuously broadcast by NOAA on marine VHF Channels WX1 and WX2.

Coastal Radiotelephone Service: Available continuously within 150 miles of Honolulu on marine HF-SSB through Hawaiian Telephone Company station KBP transmitting on 2530 kHz and receiving on 2182 and 2134 kHz. If there is any difficulty placing the call, advise the "Technical Operator" that you are a Transpac Yacht Race participant. Calls may be placed to any telephone subscriber whether collect or by telephone company credit card. Collect calls will be billed to the number accepting the call. Only calls placed collect or by telephone credit cards will be accepted. When calling you must give your yacht's name and call sign.

Honolulu Marine Operator: Operates on marine VHF Channels 26 and 27. However, this service is available only to subscribers.

HAWAII'S TRANSPAC WEATHER

Hawaii in July and August is warm and dry with persistent tradewinds.

Winds: Over the open sea and in the vicinity of Hawaii easterly trades average 13-17 knots and are most persistent during this period. Directions northeast through east occur about 90 percent of the time. However, the rugged and varied terrain of the Islands exerts the most profound influence on these winds, blocking them off completely from some areas, and increasing their speed and gustiness in others.

Around headlands, in exposed channels, and to the lee of some gorges, passes and saddles, the trades may be accelerated to twice their undisturbed speed, while waters leeward of the highest mountains may be entirely sheltered from them for as much as 10 miles or more offshore and experience instead a regime of gentle, variable winds and land and sea breezes.

Where mountain barriers are lower, as on Kauai, Oahu, Molokai and Lanai, the trades may vanish for only a mile or two to leeward, or not at all if their speeds are higher than usual.

The trades are strongest during the early afternoon hours, normally blowing between 15-25 knots. The lightest hours are between midnight and sunrise. Al-

though hurricanes are not considered common in Hawaii, they can and do happen. During the 1980 Kenwood Cup (Clipper Cup) series, the remains of a hurricane came within a few hundred miles of Hawaii resulting in heavier than normal winds.

Temperatures: On most beaches and coastal areas, temperatures reach near 90 on sunny afternoons and drop to the mid-70s at night. Windward coasts, where the air is lifting to meet the mountains, are cooler and more cloudy and humid than leeward shores, and in some areas are frequently rainy.

On the ocean the persistent tradewinds have a substantial cooling effect creating a very comfortable but, because of the intense sun, very dangerous condition. Many unaccustomed sailors have come to Hawaii and spent their first day racing on the ocean and the next week in bed from over-exposure. We cannot emphasize the importance of adequately protecting your skin with an effective sunscreen or block. Lip balm is also recommended due to the drying effect of the wind and the sun.

Waves: The ocean around Hawaii is extremely deep, warm and for the most part quite consistent. Waves under normal tradewinds may range from 0 in the protected lee areas to 8-12 feet in the channels.

Tides: High tide in Hawaii

is about 2.5 feet over chart depth.

For the latest weather information in Hawaii, dial the following numbers (Area Code is 808):

For Hawaiian waters: 836-3921

For Honolulu & vicinity: 836-0234

WATCH THE SEAGULL . . .

Official Photos Taken of Transpac Yachts

Pat Clements will again be serving as the official 1987 Transpac photographer. Pat and her crew will be meeting each yacht to photograph the skipper and his crew as they enter their berth in the Ala Wai Yacht Harbor's Transpac Row.

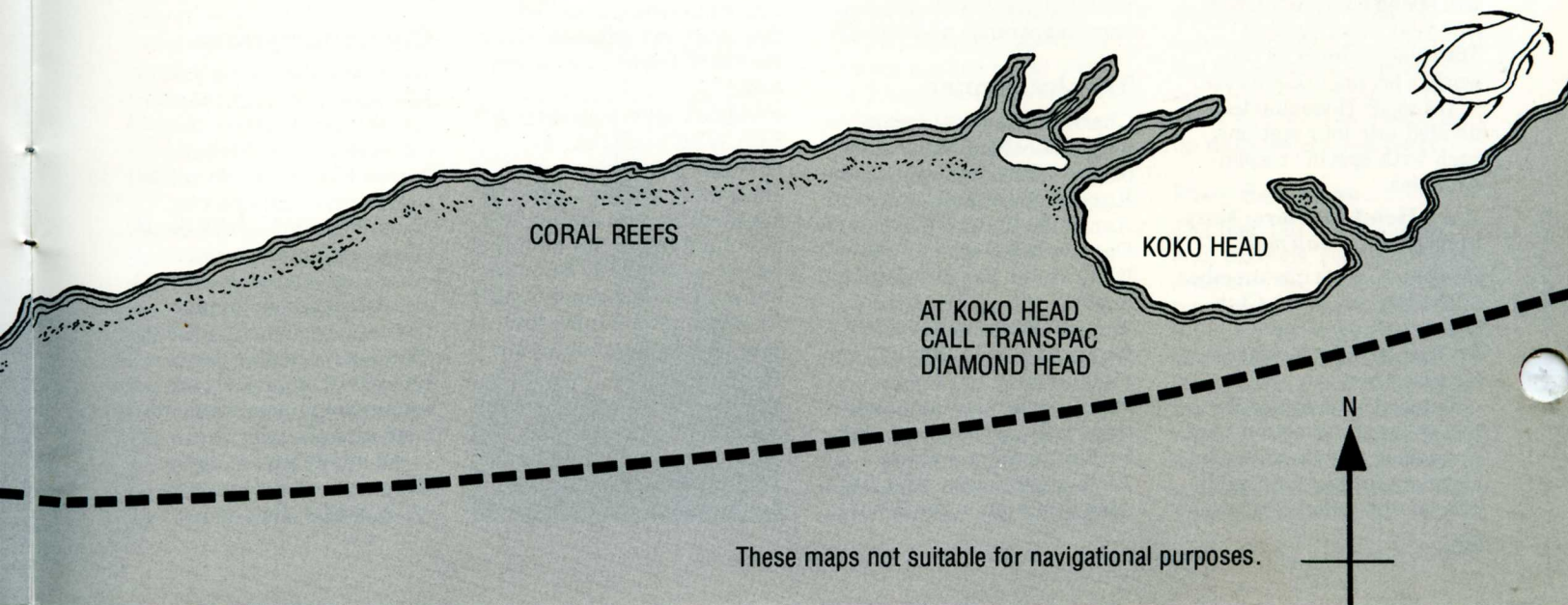
But a few moments of cooperation are required. All Pat asks is that once the yacht has docked, the skipper and his crew gather in the bow, forward of the mast step, for a quick group photo capturing the exhilaration of having completed the 2225-nautical-mile crossing.

- Each skipper will receive a complimentary 8x10 color photograph of his arrival.

- Photographs will also be sent to the San Diego Maritime Museum's Transpac archives.

- Additional 8x10 inch photographs will be on display at the Transpac Awards Dinner.

Pat Clements Photography Suite 219, 547 Halekauwila St., Honolulu, HI 96813
Ph: (808) 533-4884/235-6034



These maps not suitable for navigational purposes.

VICE CHAIRMEN'S CORNER

ADMINISTRATIVE COMMITTEE

by Bob Rhein
Vice Chairman
Administration

During every Transpac year, those involved in the Race Administration Committee are both the first to go into action and the last to be deactivated.

Our functions are broad—in fact, Race Administration might be termed the nerve center of the Honolulu Committee.

I have been very fortunate this year to enlist committee heads who are not only highly qualified to perform their difficult tasks, but volunteers whose memories span over 20 years of Transpac races.

Following is a breakdown of our functions and responsibilities:

Transpac Headquarters

Thanks to an agreement with the Royal Hawaiian Ocean Racing Club, organizing authority for the biennial (even years) Kenwood Cup series, Transpac Headquarters has been completely renovated. Our upgraded and freshly painted Headquarters will enhance both the comfort and efficiency of the many volunteers who will spend countless hours this year insuring that Transpac endures as the world's premier ocean race.

Transpac Headquarters is divided into four sections, each with specific responsibilities.

Race Headquarters: Mary MacDonald, *Chairman*.

Mary is a long-time member of the Hawaii Yacht Club and a veteran of more Transpacs than she cares to remember.

Located topside/middle but off-limits to all but race personnel, the Race Headquarters (a) distributes all official race information,

(b) helps coordinate race personnel (mooring, staff duty officers, inspection teams, etc.) and (c) provides a meeting area for TPYC officials.

Telephone Center: Tommie Gambill, *Chairman*.

Tommie, also a member of the HYC, has developed the busy Telephone Center into a highly efficient service unit.

Located topside/Diamond Head end, the Center (a) handles all incoming calls, (b) provides the public with race information and (c) notifies hosts/hostesses, yacht clubs, etc. of boat arrivals.

Public Information: Pam Shaw, *Chairman*.

Pam, a newcomer to Transpac, is a member of the Kaneohe Yacht Club.

Located lower deck/Ewa end, Public Information (a) provides race information to the walk-up public, (b) coordinates boarding passes and host/hostess activities, (c) distributes mail/messages to skippers/crews and (d) sells Transpac Handbooks.

Press Center: John Campbell, *Chairman*.

John, an experienced sailor but a Transpac newcomer, is a member of the Makani Kai Yacht Club.

Located lower deck/Diamond Head end, the Press Center provides the local, Mainland and international press with ongoing race happenings and results.

Trophy Dinner

Chairman Ted Livingston, with the help of ticket sales people—Chairman Rita Mae Kurrus, Beth Livingston and Ann Russell—and Barbara Davis and her staff at the Ilikai Hotel, has arranged for another superb Transpac Trophy Dinner, scheduled for Sunday, July 19th at 1730 hours in the Ilikai's Pacific Ballroom. Entertainment will again be provided by Kalani Silva and his Aloha Serenaders, who did such a fine job in 1985. A

special thanks also to those volunteers who handled decorations at the Ilikai and helped with ticket sales.

Host Committee

Happy Miller, with the able assistance of Valri Bahr Lundahl (WYC), Robin Schousboe (HYC) and Margie Pickett (KYC), again took on the monumental job of matching up volunteer hosts and hostesses with the incoming Transpac yachts. Once matched, it was then up to Happy and her committee to insure that each yacht received the full brunt of the famed and traditional Hawaiian Aloha Greeting as it slid into its slip along Transpac Row. Not only is 1987 Happy's second consecutive Transpac as Host Committee Chairman, over the years, Happy, a member of KYC, has herself hosted at least five different Transpac yachts.

Not To Forget . . .

- Ted Kurrus, an avid racing sailor and KYC member as Transpac Handbook Chairman, whose expertise is evidenced within these pages;

- Bob Westmoreland, a member of WYC who again handled the difficult distribution and sales of the Transpac Handbook;

- Ed Slavish, a member of KYC and a boat owner himself as Trophy Chairman, who successfully handled this vital and difficult job for the third Transpac in a row, and

- Adele Light, a member of both WYC and HYC, who harnessed and directed the energies of the high-spirited and enthusiastic Juniors. The Juniors provide an invaluable service as runners, messengers and general gofers during the hectic day-time hours when multiple yachts finish and crowds make communication all but impossible.

To them, plus an assorted 200 other volunteers, I offer my special Aloha.

RACE OPERATIONS COMMITTEE

by Stan Thornton
Vice Chairman
Race Operations

Race Operations, in supporting the TPYC Committee, provides the vital communications and weather information to the racing yachts, finishes the yachts, computes their fleet and class positions and assists the press in covering the race.

As the Transpac yachts advance in design, electronics and the use of exotic materials, Race Operations must similarly keep pace with the growth of technology. Never in the history of Transpac has there been such an array of high-tech computers, radio equipment and even facsimile machines and word processors used in performing the various vital committee functions.

Even with such advancements, however, it is still the people—those at sea who drive the racing yachts and those on land who provide the necessary shore support—who comprise the heart of Transpac. We are indebted to the 100 dedicated Race Operations volunteers who have combined their skills and efforts to insure the success of this year's race.

Communications

With so many racing yachts now equipped with weather fax, it was inevitable that our veteran weatherman, Myron Kerner, would catch the communications bug. Myron, in moving into Race Communications, brings with him much of the sophisticated equipment that was used during the 1986 Kenwood Cup series. So look for improved communications capabilities this time around.

We are fortunate again this year to have our ham radio expert, Paul Blank-

mann, who will relay the long-distance transmissions he receives from the Mainland and the race escort vessel to Transpac Headquarters.

Weather

Replacing Myron at the helm of the Weather Committee is Stewart Riley, a retired weatherman for the U.S. Navy, who also served as chairman of the 1986 Kenwood Cup Weather Operations.

Because of the widespread use of onboard facsimile equipment, weather procedures are being changed this year—the first change in 38 years. However, we still rely heavily on the support of the U.S. Coast Guard in transmitting daily weather maps. We also depend on the Honolulu offices of the National Weather Service for sharing its information. And we are grateful for the efforts of these agencies, which go beyond the normal call of duty.

Plotting

Another Transpac veteran wearing a new hat this year is Jack Huntoon, who also has been bitten by the computer bug. Jack will be working with Fred Bliss, who has developed many of the programs and procedures that have been used in past Transpacs plotting positions, estimating times of arrival and computing the places of finish. It seems that in every race the Plotting Committee becomes more sophisticated in its use of computers, and this year is no exception thanks to the constant quest of guys like Jack and Fred to improve on perfection.

Judges & Timers

Still another Transpac veteran taking on a new position this year is Mike Walsh, who will supervise the most critical function of finishing the yachts from the Diamond Head Lighthouse. The entire operation could break down, and it will be up to Mike and his committee to determine who did

what in how long.

And speaking of breakdowns, the World War II-vintage carbon-arc searchlight used in the past for night finishes has self-destructed. It will be interesting to see if Mike's committee can overcome the problem with modern technology.

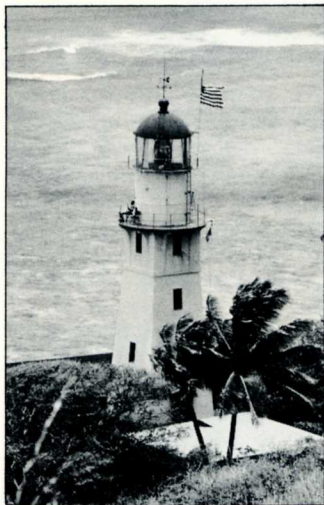
Inspection

Gil Budar has accepted the all-important function of inspecting arriving yachts to insure compliance with race regulations. A Transpac veteran himself—he raced his own yacht in the 1971 Transpac—Budar has put together an experienced crew of ocean-racers to handle the onboard inspections.

Press

In this, the year of the America's Cup, the media is playing a much more important role in the reporting and conduct of ocean races. To capitalize on this new interest, the Honolulu Committee is fortunate to have its Press Committee chaired by experienced sports journalist John Campbell. Add to that John's interest in yacht racing and you have the perfect combination for a well-publicized race.

Mahalo nui loa to all our volunteers who have come together for what promises to be one of the best Transpacs ever.



PHIL UHL PHOTO

HARBOR OPERATIONS COMMITTEE

by Rick Osborne
Vice Chairman
Harbor Operations

The various committees that comprise Harbor Operations are primarily involved in preparing dockside Honolulu for the arrival of the racing yachts and escort vessels participating in the Transpac.

These committees must coordinate their efforts with such diverse entities as the State Department of Transportation's Harbors Division, the State Department of Agriculture, U.S. Immigration Service, Honolulu Police Department, the Hawaiian Electric and Hawaiian Telephone Companies, U.S. Post Office, various concessionaires providing flower leis and food, suppliers of office equipment, uniformed security personnel, refuse collectors and, literally, hundreds of volunteers.

We are very indebted to each of these agencies, companies and volunteers for their fine cooperation and support which, as always, does so much to insure the success of this biennial yacht racing event.

Security Committee

A group of volunteers pressed into early action was the Security Committee. Under Chairman Joe Starr, this committee works with the Honolulu Police Department and the Harbors Division, coordinates the uniformed security guards, controls entry to the parking area and sets up security barriers for each arriving yacht.

Committee Boats

We are fortunate to have Jim O'Hara, a veteran Transpac Committee Boat skipper, chairing this important function. Jim is supported by a half-dozen other skippers, each of whom also willingly

donates his time and expertise to make the Transpac a success. The Committee Boats will assist in identifying the Transpac yachts as they cross the Diamond Head finish line, which is particularly difficult at night or when there are yachts finishing closely or simultaneously. Other Committee Boat duties include assisting the yachts once they finish—particularly a disabled yacht, or a skipper new to Hawaiian waters—and escorting the yachts into their slips in the Ala Wai Yacht Harbor.

Mooring Committee

The Mooring Committee, chaired by Peter Shaw, helps the Transpac yachts into their slips along the Transpac Mole, the pier area made available every two years through the cooperation of the State Harbors Division and the regular tenants. Committee volunteers also insure that the yachts are safely secured.

Staff Duty Officers

Staff Duty Officers provide a function something akin to that of a ship's "Officer of the Deck." As the Transpac yachts arrive, Senior Staff Duty Officer Cav Cavett, his assistant Miles Anderson and his committee of 50 able volunteers, work in shifts to control the enthusiasm of the spectator crowds. They must protect each yacht's skipper and crew from being overwhelmed by the Aloha-spirited masses, at least until the agricultural inspectors are finished and the yacht's hosts and hostesses have set up their welcoming party.

Pier Services

The last, but not the least and, perhaps, even the most crucial of the Harbor Operations committees is Pier Services. Through the efforts of Chairman Dale Mogle, Pier Services coordinates all the information necessary to repair and/or provision a visiting yacht. This information is detailed at the back of the Transpac Handbook.

The Transpac Crossword

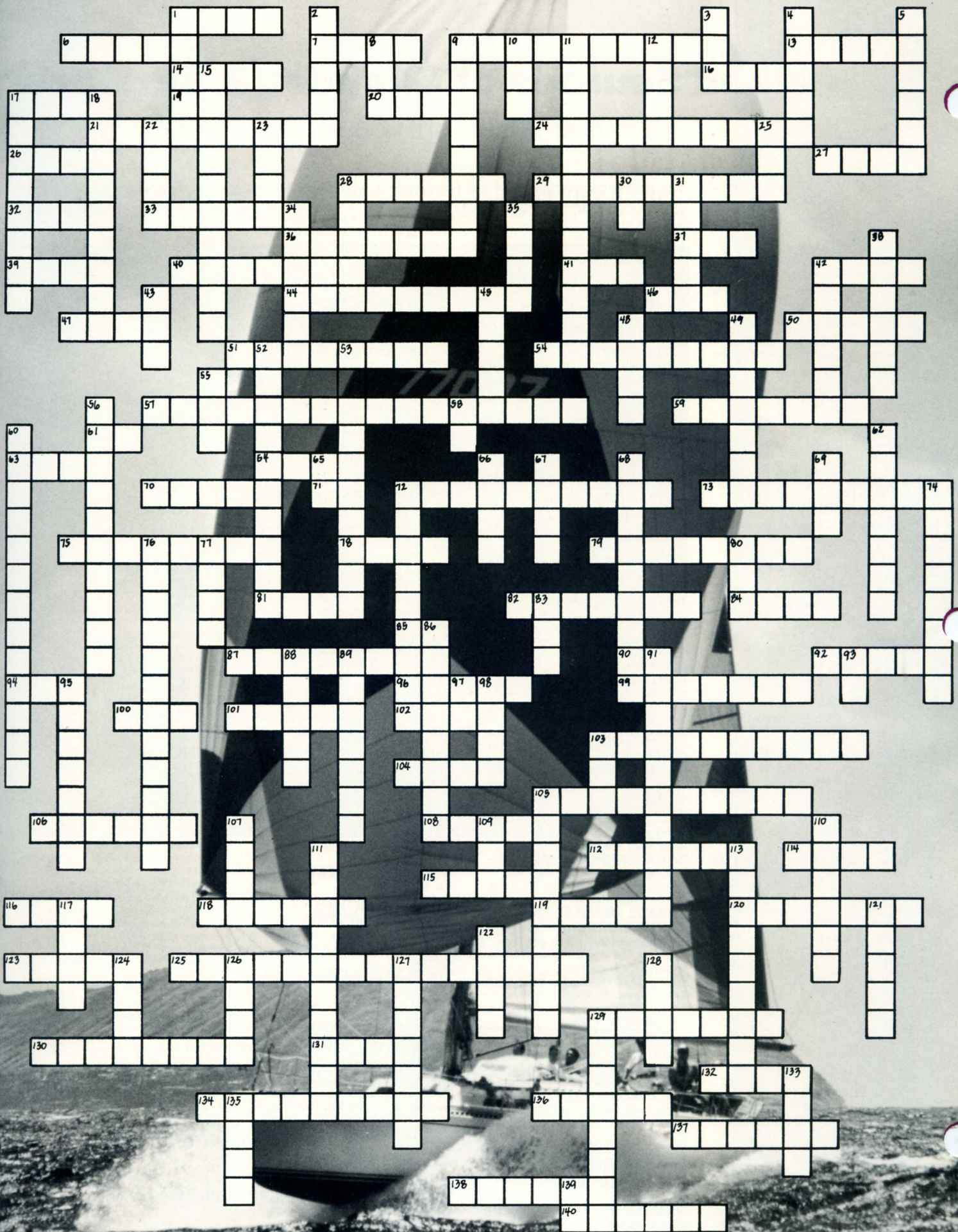
CREATED BY VERN & SUSAN RANKIN, MARY MacDONALD & TED KURRUS

Across

1. Below deck
6. Sheets in a snarl
7. TPYC Commodore James A. ----
9. Art Kamisugi's '83 Class-D runnerup
13. Coral islet
14. Cold European capital
16. Brightwork material
17. From port to starboard
19. -- who laughs last . . .
20. Hook used to land a marlin
21. Impudent '83 fleet runnerup
24. Hashiba's '85 Titanium sloop
26. Landlubber's port
27. Not late
28. Her 08:11:01:45 record endures
29. Sixth in C in '85
32. A crew that works together
33. Don Dalziel's A-6 in '75
36. Dick Deaver's A-4 in '85
37. The queen of every Transpac from '53-'69
39. Laughing bird
40. Travel writer Arthur ----
41. Famed yacht designer, builder, skipper
42. Tartan ruler
44. Uncle Sam's April 15th deadline
46. Indicates a Mrs.' Miss
47. Will get Transpac's sleds surfing
50. Assisted Wall Street Duck in '83
51. This year is its 34th running
54. Newport Harbor YC's B-3 in '85
57. Unlikely '85 Transpac winner
59. Russ Johnson's '79 Kauri wood sloop
61. Lb.
63. To seep
64. Gossip scribe ---- Barrett
70. Gaul boat blesser
71. Off's antipod
72. Rural knave
73. Sticks for securing line
75. Sloop named after Clark Kent's lady friend
78. Better than butter
79. John Arens' C-10 in '85
81. Obi
82. Stowing smacks in sloops
84. Jib's anchor end
85. Modern Mrs. or Miss
87. Took all the marbles in '73 and '75
90. Give -- our daily bread . . .
92. Preliminary bets
94. Stars & Stripes keel had trim ---s
96. Asian mammal with a fleshy snout
99. Where Palembang is
100. With main and spinnaker flying
101. Michael Light's D-7 in '85
102. Send forth
103. Transpac's father
104. Brew's head
105. San Francisco YC's '83 DNF
106. Slow C finisher in '39 and '49
108. Oahu's westernmost point
112. The wheel's other option
114. Swiftsure III skipper ---- Frazee
115. Crewmember's mind-set without wind
116. Bird of peace
118. Jim Kilroy's '77 Division I winner
119. Term for a navigator who misses Hawaii
120. SW USSR
123. Navigational star in Orion
125. IOR certificate absence cost her 2 hours in '83
129. Another navigational star
130. Gemini, alias --- ----
131. Island lying 13.28° N, 144.47° E
132. Cordage fiber
134. Some yachts sail fastest on this
136. Farthest planet
137. A must for a port-hopping yacht
138. Navigational star in Aquila
140. Sixth planet from the sun

Down

1. Transpac's traditional Hawaiian ---- Welcome
2. Electronic fathom points
3. Dash's cohort
4. Captured
5. Fond appellation for skipper
8. Metal fitting used to batten hatches
9. Romantic French attachment
10. Yacht's pointy end
11. Successor in '85 to 9 Across
12. Soviet news agency
15. Finland-built, she won B in '79
17. Wind indicator
18. Dismasted in '83 Transpac
22. Up's antipod
23. Female reproductive cell
25. Civil rights legislation
28. California YC's B-1 in '85
30. Op. of So.
31. Milt Smith's '75 C champ
34. She earned Dennis Choat all the marbles in '79
35. Summit
38. Thanks at Kealakekua Bay
42. Jim Kilroy's '65 A winner
43. A navigator's dilemma
45. Fragrant oil of roses
48. This Arthur was king of a different court
49. The '81 Transpac was her first and last
52. Herman Trutner's 57th place finisher in '83
53. Newport Harbor YC's 4th overall finisher in '81
55. African antelope
56. Dean Treadway's 36-footer won it all in '81
58. In a direction toward
60. Winner of A and 2nd overall in '55
62. In '79 she set slowest line honor record
65. Symbol for Nobelium
66. Sooner than later
67. Aphrodite's romantic son
68. Santa Cruz YC sloop finished C-9 in '85
69. Yachtsman's affirmation
72. She flew a seahorse head spinnaker in '81
74. Esprit was the ----- '69 entry
76. Tats Yamasaki's Yamaha was 8th overall in '85
77. "Hello" at sea
80. Where the transom is
83. A time of decline
86. In '81 Roy Disney finished 15th overall
88. Confederate's antagonist
89. New Zealand-built, yacht raced three Transpacs
91. Transpac yacht named after famed Hollywood highway
93. Symbol for Sodium
95. Small spar
97. 3.1459...
98. News brief
103. Ugly old woman
105. Finished 8th in her first ('77) Transpac
107. Hawaiian for "quick"
109. Indefinitely long period of time
110. Illusory and impossible to attain
111. D's sweet victor in '79
113. Shortest distance between two nautical points
117. Navigational star
121. Zenith's antipod
122. Medicinal plant
124. Oaf
126. Fourth planet from the Sun
127. Cessation of wind, waves and current
128. A roll of sailcloth
129. The shadow of an eclipse
133. Type of anchor
135. A line about which the earth rotates
139. So be it



Suggested Sources of Supplies & Services

COMPILED BY DALE MOGLE

BOATYARDS

ALA WAI MARINE: 1651 Ala Moana Blvd. By the Ala Wai. Ph: 946-4213. Sail & powerboat repair. Electronics & engine specialists. 2 work boats. 25 ton crane. 20 ton marine railway. Broker on premises. Complete retail store. Yacht shipping and packing. Do-it-yourself tools offered. CC/TC/PC/CT

HONOLULU SHIPYARD: Pier 41. Ph: 848-6211, 848-1014 (nights). 24-hour marine railway & machine shop. **HOGAN BOAT WORKS:** Hono-kohau Harbor, Kailua Kona, Island of Hawaii. Ph: 1-329-4666. Custom joinery & carpentry work. Interior design. Boat building & repair, fiberglass work.

KEEHI DRYDOCK: 24 Sand Island Access Road. Ph: 845-6465. Sail & powerboat, fiberglass & diesel repair. Marine supply store. Do-it-yourself tools, mast crane, 35-ton marine travel lift.

KEWALO SHIPYARD: Kewalo Basin. Ph: 537-2939. Marine retail store. Machinists, fiberglassers, carpenters, electricians, mechanics, welders, drydock workers, painters for most sail & powerboats. 130-ton marine railway. Showers & head & 110v shore power. Do-it-yourself OK. TC/CT

SAILS, CANVAS & RIGGING

ART NELSON SAILMAKERS: 1163 Kona St. Ph: 537-9958. New sails made in 2 working weeks. Sail repairs in 5 days. Canvas manufacture & repair. Stainless rigging & type 316 swedges to 1/2-inch diameter. Norsman & Navtec-type fittings. Ropes by Samson. Barient & Penguin hardware & Signet Instrument dealers. Free pickup & delivery to Ala Wai Yacht Harbor.

FUZZ SAILS: 900 Maunakea St. Ph: 523-1092. Full service Ulmer Kolius loft.

HOOD SAILMAKERS (HAWAII): 844 Queen St. Ph: 537-4884. Make & repair all types of sails. Use modern computer optimization designing IOR sails. Complete canvas shop. Acrilan & Vivitex. Hood Yacht Systems roller-reefing gear. Free pickup & delivery. CC/TC/PC

SOUTH SAILS: 24 Sand Island Rd. Ph: 841-3110. Repairs sails & canvas. Sobstad & Neil Pryde dealer. Free pickup & delivery.

TOM NELSON TENT & AWNING: 46-217 Kahuhipa St., Kaneohe. Ph: 235-6164

WALMARKA CANVAS: 856 Ilaniwai. Ph: 538-7966

WELDING & METAL WORK

A&B PRECISION WELDERS: 96-12250 Waihona St., Pearl City. Ph: 455-4175. Custom aluminum & stainless marine welding & fabricating, design & repair. Portable 24 hour dockside service.

MAMALA BAY SHIPWRIGHTS: 1816 Auiki St. Ph: 845-0321. Free estimates. Metalwork/fabrication. PC

SHIP CHANDLERIES

ALA WAI MARINE: 1651 Ala Moana Blvd. Ph: 946-4213. Complete marine supply store. Hardware. Clothing. Topsider & Timberland. Charts, navigation & safety equipment, paint, line, pump & engine parts. CC/TC/PC/CT

A.L. KILGO CO.: 180 Sand Island Access Road. Ph: 847-4211. Marine equipment & hardware, anchors, oars, compasses, paints, resins, glasscloth, line/chains. CC

ALOHA MARINE: Ala Wai Harbor (Texaco Dock). Ph: 947-1293. Closing down. Minimal supplies. Fuel.

McWAYNE MARINE: 1125 Ala Moana Blvd. Ph: 524-6150. Full line of marine paints, hardware, fittings, motors, clothing, trailers, water ski equipment, nautical publications. Carry diesel fuel. CC/PC/TC

ELECTRONIC SPECIALISTS

AMERICAN ELECTRIC CO.: 2308 Pahounui Dr. Ph: 848-0751. Marine service & repair only.

HSI ELECTRICAL: 2234 Hoonee Pl. Ph: 848-6400. Complete line of marine electronics sales & service. Motor & generator rewind. 24 hour emergency service. CT/PC

KEMS, INC.: 1125 Ala Moana Blvd. Ph: 521-0902. After hours: Ph: 833-6944. Marine electrical equipment sales & service, PC

MARINE SERVICE & SALES: 1651 Ala Moana Blvd. (Ala Wai Marine). Ph: 949-2787. Motorola/Si-Tex/Benmar/Wood Freeman/Brooks & Gatehouse, etc. marine electronic sales, installation, repair & service. Free boat calls.

OCEANTRONICS: 439 Nimitz Hwy. Ph: 522-5600. Complete marine electronic sales & service. 24-hour emergency service.

ENGINE REPAIRS

ALA WAI MARINE (Boatyards)
DON'S ENGINE-GENERATOR: 3459 Ala Ilima St. Ph: 839-9954. ONAN generator sales & ONAN & Kohler generator service.

KEWALO SHIPYARD (Boatyards)
NANCE MARINE: 107 Sand Island Rd. Ph: 848-0996. Yanmar, Ford-Lehman, Volvo sales & service. Generators & pumps.

OUTBOARD SALES & SERVICE: 211 Mokauea St. Ph: 841-2428. Service & sale of Evinrude & Johnson outboards. Parts. V/MC

SHIPWRIGHTS

KEEHI BOATWORKS: 24 Sand Island Access Rd. Ph: 841-3446.

MAMALA BAY SHIPWRIGHTS: 1816 Auiki St. Ph: 845-0321. Woodwork, metal fiberglass fabrication, sails & canvas repair. Free estimates. PC

FIBERGLASS REPAIR

ALA WAI MARINE (Boatyards)
HOGAN BOAT WORKS (Boatyards)
MAMALA BAY SHIPWRIGHTS: (Shipwrights)

PLAS-TECH, LTD.: 226-A Baker Way, Sand Island. Ph: 847-2339. After hours Ph: 262-5082. Fiberglass boat building & repair, custom fabrications, light welding & electronics, plumbing. Zodiac inflatables dealer.

BOTTOM CLEANING SERVICES

HULLS OF HAWAII: Ph: 947-3117.

PACIFIC DIVING INDUSTRIES: 2646 Kilihaui. Ph: 833-1831. Nights: 396-6099/247-3693. Underwater repair.

SALVAGE

AMERICAN DIVERS: Pier 41. Ph: 845-1991, 923-2426 (nights). Marine salvage, commercial diving, towing. 65-ft. EL GRECO workboat with 600hp twin screw/3-ton lift & 30,000 lb. single pull anchor by 2-71 GM diesel. Photography. Fully insured & licensed. PC

PACIFIC DIVING INDUSTRIES: 2646 Kilihaui. Ph: 833-1831. Salvage & recovery. Closed circuit underwater TV surveying. Ultrasonics. Repairs. PC

SURVEYING

ALL SHIP & CARGO SURVEYS LTD.: 965-A2 Nimitz Hwy. Ph: 538-3260. Non-exclusive surveyor for Lloyd's Register of Shipping.

MARINE SURVEYORS & CONSULTANTS: 677 Ala Moana Blvd., Suite 812. Ph (24 hours): 545-1333. Surveys, accident reports & consulting.

MIKE DOYLE, LTD.: No. 227, 404 Piikoi St. Ph: 521-9881 (24 hours). Certified by National Association of Marine Surveyors. PC

R.W. DICKIESON INT.: 117 Sand Island Access Rd. Ph: 845-0664. PC

CARGO SHIPPING

DHX: 285 Sand Island Rd. Ph: 841-7311.

UNITED PARCEL SERVICE: 530 Paiea St. (International Airport). Ph: 839-1907.

WALDRON-BOWERS INC.: Pier 1. Ph: 538-6984.

FOOD & SUPPLIES

ALA MOANA SUPERETTE: 1732 Ala Moana Blvd. Ph: 949-8380. Ice, groceries, produce, liquor. Delivery service.

FOODLAND: Ala Moana Center lower level. Ph: 949-5044.

Y. HATA & CO.: 741 Ilalo St. Ph: 531-5082.

ICE & FUEL

ALOHA MARINE (Chandleries)
DRY ICE (GASPRO): 2305 Kam Hwy. Ph: 842-2119. Butane.

HAWAIIAN TUNA PACKERS: Kewalo Basin. Ph: 521-2560. Block, crushed & cube ice.

KEEHI MARINE CENTER: 24 Sand Island Access Rd. Ph: 845-6465.

KEWALO SHIPYARD (Boatyards)

LAUNDROMATS

WAIKIKI ENA ROAD LAUNDRY: 478-A Ena Rd. (by 7-Eleven). Ph: 942-3451.

LIFERAFT SERVICES

LIFE SUPPORT SYSTEMS: 104-D Lagoon Dr. Ph: 836-3669. Liferaft repair, repacking, sales.

EMERGENCY MEDICAL CARE

QUEENS MEDICAL CENTER: 1301 Punchbowl. Ph: 547-4311. 24 hour service.

STRAUB CLINIC & HOSPITAL: 888 S. King St. Ph: 523-2311. 24 hour service.

MOORINGS

ALA WAI BOAT HARBOR: 1651 Ala Moana Blvd. Ph: 949-7749. Harbor master Hubert Sing Fook. Hours: 7:45am-4:30pm weekdays, Saturday 8am-noon. Showers, electricity, restrooms, water. 8 slips set aside for transient yachts on a first-come-first-serve basis. 30-day limit.

HAWAII YC: 1739-C Ala Moana Blvd. Ph: 949-4622 (office), 944-9666 (bar). Hours: 9am-5pm. Private club with reciprocal YC privileges. Can accommodate 10 transient yachts up to 50 ft. Port Cpt. is Vern Russell.

KANEOHE YC: 44-503 Kaneohe Bay Dr. Ph: 247-4121. Private club. Reciprocal YC privileges. 3 slips open for transient yachts. Guest card & use of showers, bar, galley. \$50 for maximum stay of 2 weeks. \$25 refundable deposit for gate card. Port Cpt. is Don Fowler.

KEEHI BOAT HARBOR: PO 397. Tel: 841-6552. State-owned. Hours: 7:45am-4:30pm weekdays. Harbor master Rose De Mello. Slips on first-come first-serve basis. Airport noise. State rates apply.

KEEHI LAGOON: (1 1/2 mi. W of Honolulu Harbor). Few amenities. No landing or utilities. Airport noise. Area designated special anchorage.

KEEHI MARINE CENTER: 24 Sand Island Access Rd. Ph: 845-6465. Private marina. Hours: 8am-4pm weekdays. Floating docks with slips for 160 yachts up to 50 ft. Fee for temporary space, when available. Water and utilities and marine store.

LA MARIANA SAILING CLUB: 50 Sand Island Rd. in Keehi Lagoon. Ph: 845-7738. Snack bar open 11am-11pm. Private club. Temporary slips for yachts to 40 ft. available.

WAIKIKI YC: 1599 Ala Moana Blvd. Ph: 955-4405 (bar), 949-7141 (office). Private club. Guest memberships are available. Reciprocity with other YCS. Slips assigned on individual basis. Port Cpt. Lloyd Venable.

CODE

TC (Travelers Check)
CT (Certified Check)
AM (American Express)
CC (Credit Card)
MC (MasterCard)
V (VISA)
PC (Personal Check)
CB (Carte Blanche)
PR (Payment Required)

SPIRITS SOAR

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that lead you through a rainbow selection of quaint shops and restaurants. A surprise awaits around each corner. Come discover.



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Cabana at Hilo Hattie's
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Francisco's
Hawaii Fashions
Hawaiian Feet
Hawaiian Wear Unlimited
Hilo Hattie's Resort Shop
More's
Ocean Sports & Wear
Paradise Express
Super Shirts
Surf Sports Hawaii
Waikiki Shop
Waltah Clarke's
Watumull's
Winners

ART GALLERIES

Center Art Galleries

ATTRACTIONS

Polynesian Cultural Center

DEPARTMENT STORES

Andrade

McInerney

Suzanne at the Royal

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China Arts & Furniture

Mandarin Arts

Ming Design Furniture

GIFTS

Aki International

Cathay Kai

China Marketplace

Gift Gate

Hawaii Country Store

Hawaiian Gift Treasures

Island Camera & Gift Shop

Mele Hawaii

Peking Marketplace

Rainbow Shop

Royal Gift Mart

Shellworld Hawaii

HAWAIIAN HANDCRAFTS

Little Hawaiian Craft Shop

Little Craft Shop

Hawaiian Wood Shed

JEWELRY

Coral Grotto

Gems Pacifica, Leonax-Aoi at the

Carat Plaza

Han Palace

House of Jade

Kevin Jewelry

Les Must de Cartier

Royal Hawaiian Gems

Waikiki Gems

Waikiki J

RESTAURANTS

Daruma Restaurant

Farrell's Fountain

Great Wok of China

Hawaiian Crepe Company

Hello Doggie

Huli Huli Chicken

Hungry I

It's Greek To Me

Kona Coffee of Waikiki

La Mex

McDonald's

Orange Julius

Princess Coffee Shop Restaurant

and Garden

Restaurant Suntry

Seafood Emporium

SERVICES

A-1 Foreign Exchange

Aloha Airlines

American Savings & Loan

Budget Rent a Car

GBC Boxes & Packaging

Hawaii Visitors Bureau

Information Desk

Info-Vision

Japan Travel Bureau

Liberty Bank

QSS 50-Minute Photo

Real Estate Showcase

Royal Hawaiian Shopping Center

Post Office

SPECIALTY

Accessory Tree

Atelier Taiji

Auntie Bella's Lei Stand

Chanel

China Friendship Store

Coconut Hut Lei Stand

Copenhagen Cones

Exotics Hawaii

Famous Amos Cookie Store

Fresh From Hawaii

Game World

Ginseng King

Hawaii Export

Island Snow

Lancel

Left Is Right, Too

Lili's Lei Stand

Louis Vuitton

Morrow's Nut House

Pagoda Kimono Shop

Pearls of Paradise

Perfumery by Waikiki Aloe

Raku Leather

Right-on Popcorn!

Shofner's World of Knives

Taste of Hawaii

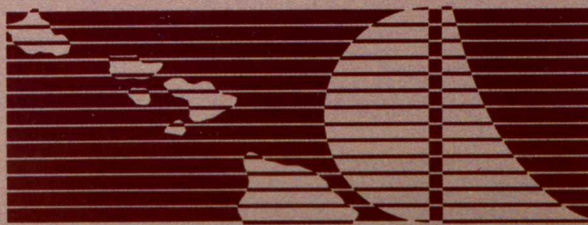
Tots 'n Teens

That's My Bag

Waikiki Aloe

SUNDRIES/LIQUORS

ABC Store



TRANSPAC '87

